CYCLE NEWS

Feb. 18/Mar. 4, 1987 : Number 6

$1.50
(Outside the U.S. $2.25)

TEST: Kawasaki KX250

MEAN, GREEN AND SEEING RED

Houston Supercross

WARD WINS AGAIN

America's motorcycle newspaper

In the WIND

BY PAPA WEALEY

The American Motorcyclist Association has announced the creation of the AMA Brighter Image Awards, a program aimed at congratulating and encouraging the activities of individuals and companies that emphasize the positive aspects of motorcycling, including enjoyment, healthy recreation, and family involvement. In announcing the program AMA President Ed Youngblood said, "We see a very positive trend within the motorcycle industry and press to emphasize the upbeat, sociable aspects of motorcycling. We view this as a very positive direction that will be beneficial in many ways, both to the industry and its customers, and we want to play a role in encouraging this trend." The AMA will name the first three recipients of its Brighter Image Awards at an industry reception in Cincinnati on February 20. AMA officials have revealed that both individuals and an organization will be named, and that the first awards will be connected with involvement in the Smithsonian Institution motorcycle exhibit that will be viewed by more than five million visitors during the coming year.

Husqvarna's Dan Smith won the opening round of the 1987 AMA National Hare and Hound Championship Series, held February 8 near Fremont Valley, California. Honda-mounted Dan Ashcraft claimed second overall at the Four Aces M.C. event, the 36th Annual Moose Run, while Dale Knapp, riding a Husky, took third overall, first 250. The 125cc Expert class was won by Yamaha-mounted Eric Hallgath.

According to Yamaha's Kenny Clark, 10 race-ready 1987 FZ750Rs were expected to reach Yamaha's Cypress, California, headquarters on Tuesday, February 10. Nine of the FZs will go to privateers and dealers with the other one going to Jimmy Filice. Clark squelched rumors of a Mike Baldwin FZ750R link for Daytona. "He's not on the list," Clark said.

The Mike Kidd-promoted TT inside San Francisco, California's Cow Palace on February 6 saw Sal Hoffman (H-D) taking the 15-lap Expert class in front of an estimated 3000 spectators. Tony Alzes (Rtx) won the Junior class while Darrell Davis (Rtx) topped the Pro-Am final.

Reports from northern California say that former Grand National Champion Steve Eklund is in what may be the best physical and mental shape of his career. Eklund recently won an endurance scrambles event in the 500cc Expert class in San Jose, California, while warming up for the Daytona Dirt Track Series that begins in March.

A report in last week's issue that Harley-Davidson Motor Company is opposed to a proposed mandatory helmet law in the state of California is misleading, according to Harley's Buzz Buzzelli. "While Harley-Davidson has never supported any helmet legislation, and Harley-Davidson doesn't support the (California) bill, that doesn't mean we oppose the bill," Buzzelli said. "There's definitely a big difference between not supporting it and opposing it."

Harley-Davidson Motor Company has signed California dirt tracker Chris Carr to a full factory contract, and reportedly is on the verge of renewing factory contracts with Scott Parker and Jay Springsteen. Carr, who finished fourth in the Camel Pro Series point standings last year, has been signed to contest the 1987 AMA Grand National Dirt Track Series and will join Parker and Springsteen in a bid to win the number one plate for Harley-Davidson; the championship title has been held by Honda since 1984. Former National Champion Mert Lawwill will stay on as Carr's mechanic.

In addition to his dirt track duties, Chris Carr will spend a lot of time on the tarmac during the 1987 road racing season. Carr is set to race a Ron Wood Rotax 500cc single-cylinder road racer in the Castrol 250cc Grand Prix events starting with Daytona's round on March 7. Wood's road racer is nearing completion and will see action for the first time in Daytona. "I've had to stop working on it (the road racer) to fulfill my commitments on the dirt track projects for my customers," Wood said. Carr may also see action later in the year in AMA Pro Twins competition as a teammate of Gene Church. The northern Californian is currently rehabilitating from a hand injury suffered in a scrambles event. "I'm letting it heal and will only do some short tracks and the road race at Daytona," Carr said. "The hand is doing fine and I'm hoping to get the pins out in another week. I can run and all that stuff, but I can't lift weights. The doctor is real optimistic, so that makes me happy."

Contrary to what we printed in Issue #4, the opening round of the National Championship Hare Scrambles Series was not canceled; it was rescheduled. The event will take place on Wednesday, March 4, at Brevard County Off-Road Park in Cocoa, Florida, rather than at Gainesville, Florida, on March 1.

INJURED: Video cameraman Dub Walsh, at Plaster City, California, while filming off-road racer and riding instructor Scott Harden from a Cessna airplane; the plane stalled at low altitude and was totaled on impact; Walsh suffered two broken vertebrae and a shattered ankle; the pilot was thrown from the plane and was not injured; cards and letters can be sent to Walsh, c/o Up Front Communications, P.O. Box 482, Encinitas, CA 92024.

Entries for the March 2 Daytona Cycle Week vintage road race and motocross program must be postmarked by February 20. The events are pre-entry only. Entry forms can be obtained from the American Historic Racing Motorcycle Association, Route 2, P.O. Box 214, Marengo, OH 43334, 419/253-4442. AHRMA executive director Gary Winn says he'll Federal Express entry forms to anyone who is interested.

The AHRMA will host a banquet at the Holiday Inn Surfside in Daytona Beach on March 4 at 7 p.m. While the banquet is being held as a "social occasion for Daytona's vintage racers, their families and crews," non-racing AHRMA members are also invited. Three-time Daytona 200 winner Dick Klamfoth will be on hand for autographs and bench racing. Topping off the evening's activities will be the presentation of the 1986 AHRMA/Vintage Mounts Sportsman Award, a revolving trophy presented to the historic racer who has displayed sportsmanship and leadership in the historic motorcycle movement. There's no charge for admission to the banquet and dinner will be available. Reservations are suggested; contact AHRMA, Rt. 2, Box 214, Marengo, OH 43334.

A group of Vet class motocrossers, headed by Frank Thomason, will be holding a benefit race at southern California's Carlsbad Raceway on Sunday, February 15. All proceeds from this race will be placed in a trust fund in off-road rider Lori Moran's name. Lori, 13, suffered serious injuries, including the loss of her right leg below the knee when she was struck by a car while standing on a sidewalk waiting to cross a street.

Jackie Vimond, the 250cc MX World Champion, has been released from the convalescent home in France where he has been recuperating from serious injuries sustained several months ago in a fall from a suspended motorcycle during an awards presentation in a Paris, France, nightclub. Vimond is hopeful he can get back in shape and return to racing this year, but will sit out the season if he feels he's not competitive.

DESTROYED: Stan Tipton's Yamaha dealership in Fayetteville, North Carolina, by fire on February 4.

Dick Klamfoth, a three-time winner of the Daytona 200 (1949-51-52), will ride the Norton International he rode to victory in the Daytona Amateur (now Junior) class race in 1948 in the Pre-50's Vintage class race during Daytona Cycle Week's Monday, March 2, vintage road race meet. Klamfoth is being sponsored by Vintage and classic motorcycles.

Promoter Mickey Thompson is currently accepting motocross rider entries for the March 29 Off-Road Grand Prix in Indianapolis, Indiana's Hoosier Dome. All riders must be pre-entered for the 250cc class of racing which will pay a $2500 purse. For more info, contact MTEG at 818/359-5117.

Kal-Gard Lubricants products will be available at selected races through Phil Flack Racing Services (PFR). PFR will have two support trucks on the road this year; the first will be manned by Flack and the second by Ronnie Bowen. PFR will be at all Camel Pro Series events east of the Mississippi as well as at selected AMA CCS and WERA road racing events. Also on PFR's schedule are selected AMA Tour-Rider events. In addition to Kal-Gard, PFR offers competitors Progressive Suspension products and Dunlop tires.

BMW of North America will demonstrate its Anti-lock Braking System (ABS) at the Daytona (Florida) Motorcycle & ATV Expo on March 5-7. Professional riders will demonstrate the system by riding both ABS and non-ABS equipped motorcycles over a slippery surface while applying the brakes. Demonstrations will take place in front of the entrances to Daytona's Ocean Center every hour on the hour from 1 p.m. to 6 p.m. on March 5, and from noon to 6 p.m. on March 6 and 7. An ABS-equipped motorcycle will be available for motorcyclists to experience on the rolling test-stand at the BMW exhibit in the Expo.

MOVED: The Steve Wise Motocross School from Dallas, Texas, to 112 West Vine, McAllen, TX 89501, 512/687-8986.

AFM, the California-based road race sanctioning organization, has made the wearing of back (spinal) protectors mandatory for the 1987 season. According to Al Salvo of Arcadia, California's Cycle Racer, Inc., distributors of Dainese back protectors, "We worked very hard over an eight-month period to make back pads mandatory equipment for the AFM. Without the hard work of Curtis Maddox and Harry Bresach of the AFM this mandate would never have been implemented. I want to make it perfectly clear that I didn't work for such a rule just to sell back protectors. Cycle Racer will aid every AFM member by donating $10 on the sale of each back pad (on sales to club members only) to the AFM Benevolent Fund."

A study by the General Accounting Office, the investigative arm of the U.S. Congress, recommends that the five-member Consumer Product Safety Commission be replaced with a single administrator. The study was released February 1 by Representative Henry A. Waxman, (D-CA), who requested the investigation. "The agency is top heavy. It's time to lighten the load," Waxman said. "Let's spend the money on scientists and engineers, not on political cronies of the White House." Changing the CPSC's structure would require congressional action, which Waxman is expected to introduce. Waxman is a member of the House Energy Commerce Committee, which has oversight over the CPSC, as well as the House Government Operations Committee, which last year voted to ban

(Continued to page 12)

Over the edge

PHOTO BY BERT SHEPARD

"Darn. And me without my marshmallows."

Copyright Page 3 Productions. From an idea by Carol Sims

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CYCLE NEWS

America's motorcycle newspaper

Volume XXIV

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Cycle News (USPS 141-340) is published weekly except the first and last week of the calendar year for $52.00 per year by Cycle News, Inc., 2201 Cherry Avenue, Long Beach, CA 90806. Second class postage paid at Long Beach, CA, and additional mailing offices.

POSTMASTER: Send form 3579 to Cycle News, P.O. Box 498, Long Beach, CA 90801-0498.

Subscription rates: One year, second class mail, $52.00.

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BPA Consumer Audit Division Membership Applied For December 1986.

ON THE FRONT PAGE: Kit Palmer plows the torquey, 1987 Kawasaki KX250 through a sandy berm. See page 20 for KX250 test. Photo by Kinney Jones.

voices

Safety equipment

I want to let you know that both myself and Steve Kassanyi, Race Director for SCORE International, read with much interest Dave Holeman's column that appeared in your February 11 issue.

SCORE International has always put the safety of its racers at a premium. Over the years we have enjoyed having some of the finest motorcycle competitors compete in SCORE events. Their participation in the most demanding and challenging off-road races such as the Baja Internacional and the Baja 1000 has been a real credit to their riding abilities. Professionalism and fine machinery are part of what makes a winner, but I truly believe that in any profession, the person who is prepared for the worst seems to have the best chance.

I think Dave's column points out a very important need for additional safety equipment to protect the motorcycle rider. We at SCORE would be very interested to hear not only from the SCORE competitors, but any and all manufacturers who have equipment available that can reduce motorcycle rider injuries.

I hope that soon there will be a time when we will not need to be contributing to funds to help the families of racers who have been involved in serious or fatal motorcycle accidents. Maybe a column like Dave's will accelerate the manufacturing and use of equipment that will make this possible.

SAL FISH
President, SCORE Int.
Westlake Village, CA

Dear Senator Cranston:

We both live on the same planet and breathe the same air. Is there not a way that we can both coexist with our own recreational ideas? I like to view pretty country atop an off-road motorcycle. You like to view pretty country on foot. As a representative of all the people of the State of California please leave the limited current amount of areas open to motorcycles in their current number.

Two weeks ago I went riding on the existing OHV trail that is the only access to the Manchesna Wilderness. I enjoyed viewing the scenery from my motorcycle with about 15 of my friends. We did not see any other people using the existing wilderness area.

Please let both our worlds coexist by *not* expanding current wilderness areas and effectively shutting myself and many others out of the enjoyment of riding through this great country of ours on an off-road motorcycle.

CLIFFORD A. RANNEY
Balboa, CA

I have just read, much to my dismay, that you have reintroduced the Desert Protection Act. I wish to protest this measure, due to the fact that it discriminates against the senior citizens of our free country.

There are many of us out here, either retired or planning to, who have been unable to visit our public lands, because of time, money or both. Many of us have looked forward to visiting some of these areas, now that we are financially able to. Unfortunately, well over 70% of us are physically unable to walk more than a mile, let alone backpack, into these areas, for a camping trip or just to take in the scenic views.

I am all for conserving our public lands, but to conserve the land by the methods you are proposing would be discriminating against one of the largest groups of tax paying citizens we have.

We have worked long and hard for the past 20 years to stamp out discrimination. This measure, if allowed to pass, would be a huge step backwards in our fight for fairness, to say the least.

Please, Senator Cranston, we senior citizens have paid our dues, give us a fair shake.

MARTIN HUBBS
Nevada City, CA

I strongly oppose the Desert Protection Act. To pass such a bill would severely limit the recreational needs of rock hounds, photographers, ORV enthusiasts, etc. throughout the western United States.

I think it is absurd to close down roughly two-thirds of presently available land for the benefit of a very small minority of people who want it for themselves to enjoy as they see fit.

The public lands are just that — *public lands!*

I urge you ro withdraw S-7 immediately and take a good look at how many Americans you're *really* affecting with this sort of one-sided legislation.

JIM WILLIAMS
Costa Mesa, CA

Rosarito GP

Do you know if there will be a Rosarito Beach Grand Prix this year? And if so, the date and or the club that puts the race on?

I'd really like to ride the race this year but since I work full time I need to plan time off from work well in advance.

JANICE RUBIN
Frazier Park, CA

The Hilltopper's annual race in Baja will take place in May this year rather than in April. Information on entry forms, etc. should be available in the very near future . . . Editor.

No such place

Re the May 16-17 AMA Camel Pro Series Road Race in Braselton, Georgia: There's no such place or city. I would like to go to this event and would appreciate you listing the proper city.

BERT PHILLIPS
Samson, AL

Braselton is right next to Hoschton, Bert. Both are about 40 miles northeast of Atlanta. Take I-85 north out of Atlanta and get off I-85 at the Braselton exit (Highway 53), hang a left and in a few miles you'll come to the Road Atlanta entrance gate. You'll know you've overshot Road Atlanta when you get caught up in the traffic jams in Chestnut Mountain or Blackshear Place . . . Editor.

Road race champ

I am writing to correct an error in the Voices section of your #1 issue of 1987. In an editorial response to Jimmy Adamo's letter, you say he is the AMA CCS Formula 2 Champion. This is in fact not the case as Malcolme Tunstall is the Formula 2 champ.

I hope you will rectify this error as this was a championship Malcolme worked particularly hard for.

RON BARTON
Roswell, GA

We'll give this our best shot. Tunstall is indeed the AMA CCS Formula 2 champ, but Kevin Rentzell is the AMA CCS Pro-Am Formula 2 champ. Adamo is the AMA CCS Formula Supertwins champ . . . Editor.

On the mend

To all my concerned friends. I'm out of the hospital and at home recovering now, and I want to thank everyone for their cards and gifts, especially for the prayers when things were so uncertain.

Doctors used 15 screws and two stainless steel plates to reconstruct my lower knee joint. They also put a cast on the lower leg break with a knee joint and an upper cast. Only time will tell how well it will work.

Thanks again to everyone.

BOB BALENTINE
Mojave, CA

Viva Cagiva!

Problem: My new ('86) Cagiva Allazzura Sport wasn't up to Cagiva's obvious high quality standards, nor mine!

Solution: Cagiva graciously offers me a new bike!

Am I happy? Yes! And I believe others should know of this company that treats customers properly. Thank you, Cagiva North America, Mr. Alberto Carnelli, and a special thank you to Mr. Sonny Angel and his motorcycle shop in National City, California.

CHUCK FAIRCHILD
San Diego, CA

We're going to write!

OK, Dave "How You Can Win" Holeman, AMA District 37 is going to write! We're setting aside one-half hour at every board and sports committee meeting to write; all of our District clubs are being provided with material and being encouraged to do the same; a table will be set up at all District 37 events with writing materials, postage, names and addresses, sample letters and cards, and voter registration cards.

A District 37 legislative hotline (213/438-6527) is now in service and will provide all of the above to anyone who would like to call in. We are going to do our utmost to create a loud and prolonged outcry.

Now, we'd like to know what other organizations, promoters, publishers and manufacturers are going to do. We all stand to lose the desert; the latter three stand to lose their business!

DANA BELL
District 37 Legislative Officer
Long Beach, CA

124 strike out at Angel Stadium!

Matiasevich's Double Wins Season Opener.

AMA SUPERCROSS SERIES: ROUND 1. ANAHEIM, CA. JAN. 31, 1987.

One hundred twenty-four riders went up against Team Kawasaki flame throwers Jeff Ward, Ron Lechien, Jeff Matiasevich and their KX's at Angel Stadium's Supercross. And the lot of them struck out.

Some went down swinging.

Some got caught looking.

None of them got to first base against Matiasevich in the 125 opener. He blew his KX125 right by them to romp home first in his heat and the 125 Main.

In the nightcap, Ward and Lechien joined

MC © 1987 Kawasaki Motors Corp., U.S.A. Always wear a helmet and appropriate apparel.

Ward and Lechien's Round-Trippers Take Nightcap.

forces to shut out the 250 Main. While the others fanned, Jeff and Ron's circuit blasts gave them a most overpowering 1-2 sweep.

Kawasaki sluggers Eddie Warren and Tyson Vohland also connected to finish in the top 10.

All the k's came easy on KX's. The '87's have great stuff. Such as more muscular KIPS, and refined UNI-TRAK®.

You'll like the refinements on the '87 MX Contingency Program, too. It totals a big $913,775 for our top players. Touch base with your local Kawasaki dealer and get a KX. Anything else is minor league.

Kawasaki

Let the good times roll.

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SCOTT USA DUNLOP BELL

In front of a nearly sellout Astrodome crowd, Jeff Ward (3) nails the holeshot at the start of the main. Rick Johnson (1), Eddie Warren (17), Jeff Leisk (19) and Tyson Vohland (22) chase.

Jeff Ward on the victory podium for the second week in a row.

For the second year in a row at Houston, Yamaha's Keith Bowen finished second overall, and he's now second in points behind Ward.

AMA/Coors Supercross Series: Round 2

Ward steamrolls to Astrodome win

By Kit Palmer
Photos by Tom Strattman

HOUSTON, TX, FEB. 7

Team Kawasaki's Jeff Ward proved tonight that last week's runaway win at the supercross series opener in Anaheim, California, was by no means a fluke. Inside a packed Houston Astrodome, Ward was untouchable in the main event, beating Team Yamaha's Keith Bowen by 25 seconds. Third went to Suzuki's Johnny O'Mara while Rick Johnson and George Holland rounded out the top five.

"I'm not going to take anything for granted," said Ward. "And I'm not going to get overconfident, 'cause anything can happen like it happened to me last year. I'm just going to keep pluggin' away."

Team Honda's Johnson, who didn't score any points at Anaheim after crashing in the main and getting rushed to the hospital with a concussion, raced at Houston but was no match for Ward. Johnson spent most of the main in third place, but crashed late in the race and wound up a distant fourth.

"I've just had some unfortunate luck," said Johnson. "I've been bed ridden with the flu all last week, and I just ran out of gas out there. I'm fortunate I did as well as I did tonight, and I'm counting my blessings."

O'Mara, who couldn't even walk following the Anaheim Supercross after injuring his knee in a heat race, gave Team Suzuki its best supercross finish in a long time. "I'm real satisfied," said O'Mara. "It's only been five days since I hurt my knee, but I used my brains out there. I've been around for a while, so I know what it takes."

Keith Turpin and Willy Surratt made it a 1-2 Suzuki sweep in the 125cc class. Turpin took over the lead after passing Yamaha rider Michael Craig on the third lap and never looked back. Surratt, who won last year's 125cc race in Houston, labored his way up from a ninth-place start. Third went to Kawasaki rider Eddie Hicks.

Heats

A record-setting crowd of over 42,000 spectators (the largest ever to see a motorcycling event inside the Astrodome) were on hand for the start of the first heat race. Yamaha rider Jeff Stanton was the rider to beat as he took an early lead over Kawasaki rider Dennis Hawthorne, O'Mara and Yamaha-mounted Ross Pederson.

By the third lap, Pederson had snuck into the number two slot while O'Mara began to pressure Hawthorne. A few laps later, O'Mara also passed Hawthorne and then set out after Pederson. Two laps from the finish, O'Mara flew his Suzuki past Pederson over a double jump, taking control of second. Stanton went on to take the win ahead of O'Mara, Pederson and Honda rider Larry Brooks, who aced Hawthorne out a few feet from the finish when the Kawasaki rider endoed through a whoop section, putting an end to his night.

The second heat saw Kawasaki rider Eddie Warren lead for the first four laps before crashing in the whoops and letting Bowen cruise by and into a comfortable lead. Warren recovered just ahead of Kawasaki-mounted Tyson Vohland. These two duelled to the finish with Warren holding on to second. Fourth went to Kawasaki rider Jo Jo Keller.

The third heat race was dominated by Team Honda riders Johnson and Micky Dymond. Yamaha's Jeff Leisk led for the first half lap before Johnson flew by. A few turns later, Dymond blew by Leisk and set after his teammate Johnson. Johnson, however, was on the gas and wanted no part of Dymond.

Meanwhile, a hot battle for third was brewing between Leisk and Honda riders Rick Ryan and Guy Cooper. At the halfway point, Ryan snuck underneath Leisk, but Cooper was planning his attack. As the three riders headed through a triple jump section, Ryan and Leisk banged handlebars and singled each jump, but Cooper had the drive and tripled by both Leisk and Cooper to take over third. With two laps to go, Leisk shot by Ryan, making the finishing order Johnson, Dymond, Cooper and Leisk.

The fourth heat race saw Yamaha's Broc Glover take the early lead ahead of Kawasaki's Ron Lechien, Suzuki's George Holland and Tommy Watts. Glover's lead quickly dwindled as Lechien closed in. During the third lap, Lechien pulled alongside Glover over a tabletop jump and nudged his way into the lead. In fifth place was Ward, who missed a shift on the start and was nearly last after the first lap.

Once into the lead, Lechien took command while Ward weaved his way through the pack. When it was all over, it was Lechien with the win. A charging Ward had worked his way into second while third and fourth went to Glover and Holland.

Semis

The first semi was completely dominated by Ryan who led from start to finish. His nearest rival was Yamaha-mounted Jim Holley. Despite nursing a badly tweaked knee, Holley managed to keep Ryan within sight but that was about all. Yamaha rider Brian Manley worked his way up to third.

Semi two started out as a three-way dogfight for the lead between Billy Frank, Mike Fisher and Watts. But by the time the checkered flag came out both Frank and Watts were history. While chasing Fisher for second,

Ron Lechien lands on Jeff Leisk's arm in the main. Both riders fell and recovered, but Lechien crashed again soon after and pulled out of the race.

Suzuki's Keith Turpin (30) fought past Michael Craig early in the 125cc main to take the overall. Turpin's teammate Willie Surratt took second.

Watts bailed over the handlebars in the whoops, and Frank landed short over a double jump while leading, pitching him off his Yamaha and out of the race. This gave Fisher a clean shot at the win while Honda rider Michael Moore took second.

Last Chance Qualifier

Watts and Manley were the ones to watch in the LCQ. Carlo Coen led the first lap before Watts and Manley snuck by. For the next three laps, Watts and Manley fought closely until Watts slammed into the face of a double jump and crashed. This gave Manley an easy win over Coen.

Main

The stage was set for the start of the 21-rider main and it was Warren, Ward, Johnson and Leisk getting the jump. But a few turns later, it was Ward out in front. After completing the first lap, Warren, Johnson, Bowen, O'Mara and Vohland closely trailed Ward. In the middle of the pack, Lechien and Leisk tangled handlebars with both riders going down after a jump. By the time the two riders remounted they trailed the pack. Lechien got the worst of the pileup and emerged with a battered bike. A lap later, Lechien decided to pull out of the race.

By this time, Ward had already developed a large lead over Warren, Bowen, Johnson, O'Mara, Dymond, Ryan, Stanton, Vohland, Pederson and Holland. Back in 12th was Glover.

On lap three, Bowen, Johnson and Dymond snuck by Warren, who eventually crashed and dropped out of the top 10. At this point, the race had settled down to a spread-apart freight train. Ward enjoyed a 10-second lead on Bowen, who had a comfortable lead on Johnson. After Johnson it was Dymond, O'Mara, Ryan and Vohland. Holland was eighth, and Glover was 10th while trying to find a line around Pederson.

At the halfway point, Johnson reeled-in and passed Bowen but crashed shortly thereafter. "I just jumped a little too far in the whoops," said Johnson. "And I got out of control — I just didn't have the strength. Then I got real excited getting up, and I went to stand on a hay bale to pull my bike up, but I stepped on my footpeg, and it threw me down again. Because of that, a bunch of people passed me."

Those who passed included Bowen, Dymond and O'Mara; Johnson regrouped in fifth.

From that point on, the race was uneventful with Ward stretching his lead to an untouchable, 20-second margin over Bowen. About seven seconds back of Bowen was O'Mara, who held a big advantage over Dymond and Johnson. Holland was holding his own in seventh while Glover was still stuck in 10th.

The only lead change late in the race happened when Dymond began to drop back slightly before crashing in the whoops and fading to the back of the pack. "I was getting tired," said Dymond. "I lost my rhythm. And when that happened. I ended up falling down."

When the checkered flag came out, Ward had 25 seconds on Bowen, followed by O'Mara, Johnson, Holland, Pederson, Ryan, Stanton, Glover and Fisher.

"I'm really confident with my starts," said Ward. "As long as I get out front, I've got the speed on everybody. I hurt my wrist in practice and I taped it. I usually can't ride with tape, but I just want to win so badly it doesn't matter what's wrong with me."

"I had bronchitis and was real weak last week in Anaheim," said Bowen. "Being indoors here with the humidity so high, I think it kind of caught back up with me. After about the halfway point, I thought I was going to die."

"A lot of commotion was going on during the first couple of laps," said O'Mara. "I just used my head and just watched what was going on in front of me. I think I just outsmarted them. They were running into each other and I just zipped in through there real nice and made a few good moves, and that set the tone for the rest of the race."

After finishing third at Anaheim, Glover was disappointed with his ninth in Houston. "I overtrained drastically," said Glover. "I've never felt so lethargic and lazy in my whole life. I could've fallen asleep on the motorcycle during the main event. I just screwed up. I trained really hard on Thursday, traveled Friday, and that killed me today. I'm not going to do that again!"

"I'm having a problem with my back right now," said Dymond. "From the time when I was a little kid, I guess, I injured my back and it's gotten worse through the years. And now it's just gotten to where I can't hardly ride very long without having to stop. It gets so bad."

"If I could say one thing to Jeff," said Johnson, "I'd say 'congratulations, but I wouldn't let back, 'cause I'm coming after you.' It's not going to be this easy for him the rest of the season."

125cc Main

The start of the 125cc main event saw Yamaha rider Michael Craig nail the holeshot and lead for the next two laps with Turpin, Robert Naughton, Hicks, Vince DeVane and Jeff Matiasevich close behind.

During the first lap, Matiasevich and DeVane tangled in a turn and both crashed. DeVane recovered first with Matiasevich having a hard time restarting his Kawasaki. Matiasevich re-entered in last place.

Meanwhile, the battle up front raged between Craig and Turpin, until Turpin stuffed Craig in a turn and took over the lead. Once out front, Turpin pulled away while Craig tried to stay close, but the Yamaha rider soon crashed and dropped to sixth.

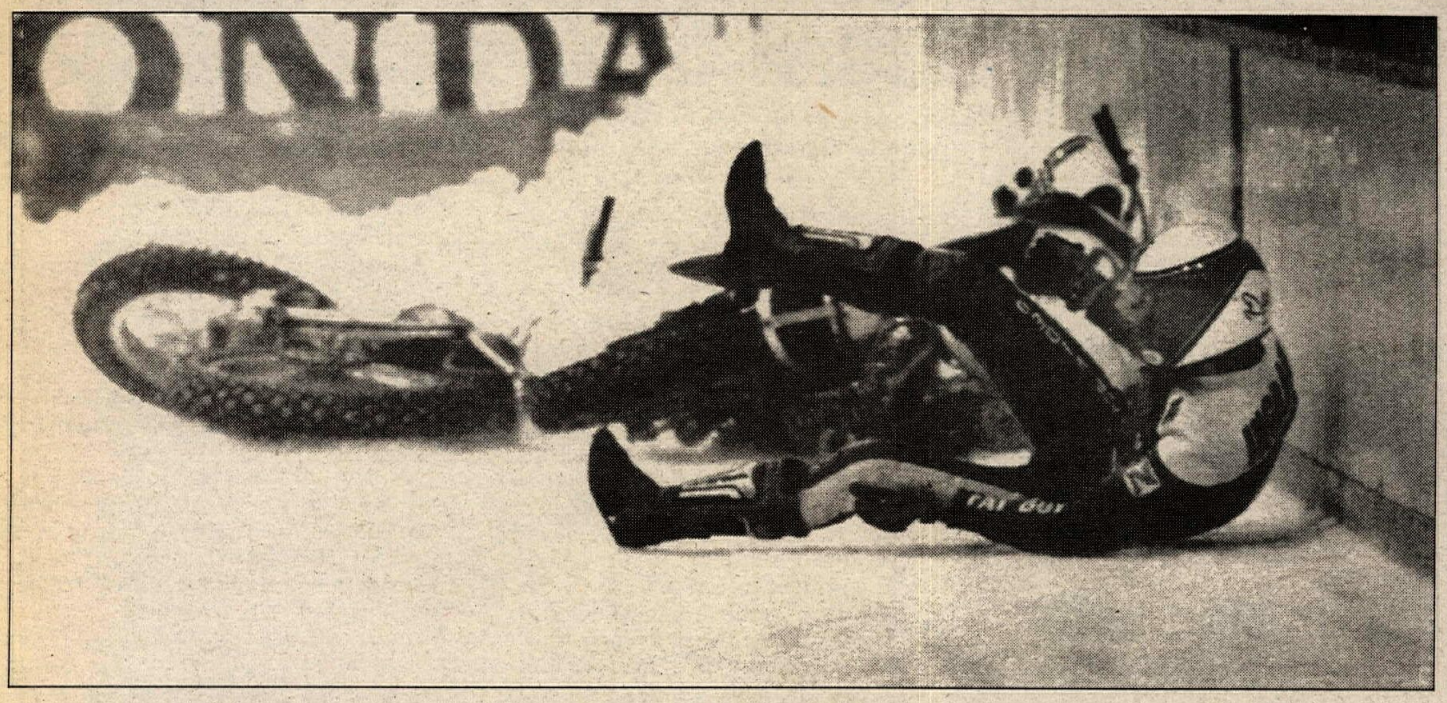
At this point the rider to watch was Surratt, who was charging hard through the pack after a 10th-place start. By the sixth lap, Surratt had taken over second place from Naughton. A large gap separated Turpin from his Suzuki teammate, but Turpin bobbled in the whoops, letting Surratt close in. This kept the race interesting right down to the finish, but it was Turpin holding on for the win, three seconds ahead of Surratt. A few more seconds back was Hicks, followed by Naughton, Dean Matson, Ronnie Tichenor, Craig and Billy Whitley. ●

Results

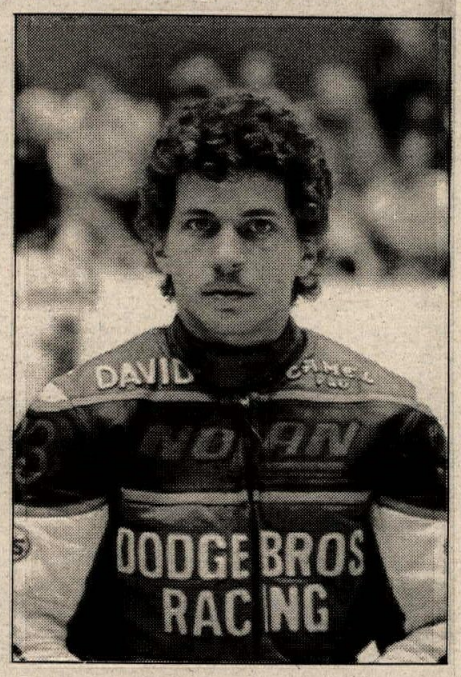
125: 1. Keith Turpin (Suz); 2. Willie Surratt (Suz); 3. Eddie Hicks (Kaw); 4. Robert Naughton (Hon); 5. Dean Matson (Hon); 6. Ronnie Tichenor (Suz); 7. Michael Craig (Yam); 8. Billy Whitley (Kaw); 9. Scott Brown (Yam); 10. Barry Carsten (Yam); 11. Ray Sommo (Yam); 12. Carroll Richardson (Kaw); 13. Dennis Daft (Yam); 14. Jeff Ambery (Yam); 15. Vince DeVane (Suz); 16. Todd DeHoop (Yam); 17. Robert McCullough (Hon); 18. Jeff Matiasevich (Kaw); 19. Rodney Barr (Kaw); 20. Kenny Bollmeier (Yam). 250: 1. Jeff Ward (Kaw); 2. Keith Bowen (Yam); 3. Johnny O'Mara (Suz); 4. Rick Johnson (Hon); 5. George Holland (Suz); 6. Ross Pederson (Yam); 7. Rick Ryan (Hon); 8. Jeff Stanton (Yam); 9. Broc Glover (Yam); 10. Mike Fisher (Kaw); 11. Guy Cooper (Hon); 12. Tyson Vohland (Kaw); 13. Larry Brooks (Hon); 14. Jim Holley (Yam); 15. Michael Moore (Hon); 16. Jeff Leisk (Yam); 17. Eddie Warren (Kaw); 18. Jo Jo Keller (Kaw); 19. Micky Dymond (Hon); 20. Brian Manley (Hon); 21. Ron Lechien (Kaw).

POINTS STANDINGS: 1. Jeff Ward (50); 2. Keith Bowen (35); 3. Broc Glover (32); 4. (Tie) Guy Cooper/Ross Pederson (25); 6. George Holland (24); 7. Ron Lechien (22); 8. Jeff Leisk/Tyson Vohland/Rick Ryan (21).

Chuck Springsteen (35), Mike Rhoads (19), Bryan Hardin (2X) and Don Estep (64) in the eighth event. Hardin was the winner, Springsteen second.



Dan Ingram and Dave Hebb hit the ice in the night's fourth race. Both fell again and were sidelined.



David Hebb took the '87 Ice Race Series title back to Indiana.

AMA Invitational Indoor Pro Ice Race Series: Final Round

Brow perfect at Troy, but Hebb's the champ

Photos by Jim Witmer

TROY, OH, JAN. 31

Defending champ Garth Brow ruled the ice at Troy's Hobart Arena Saturday night just as he's ruled the series for the past six years. But winning all five of the heat races he competed in plus the non-point paying final wasn't enough for the veteran Michigan racer as Indiana's Dave Hebb left Troy with the series title in his hip pocket.

Hebb came to Troy with a seven-point lead over Dan Ingram, 51 to 44. Besides Ingram, four other riders had a shot at the title. Brow was third in points with 43, Bryan Hardin and Ed Morris were tied for fourth with 42, and Mike Rhoads entered the final round with 41 points.

Hebb's first outing, in the night's fourth race, was a disaster. Hebb and Ingram both fell twice and under series rules they were disqualified. Hebb then finished third in the night's seventh race and concern showed on his face.

"Sure, I'm concerned but I just have to keep my cool and do well in my next three races," said Hebb.

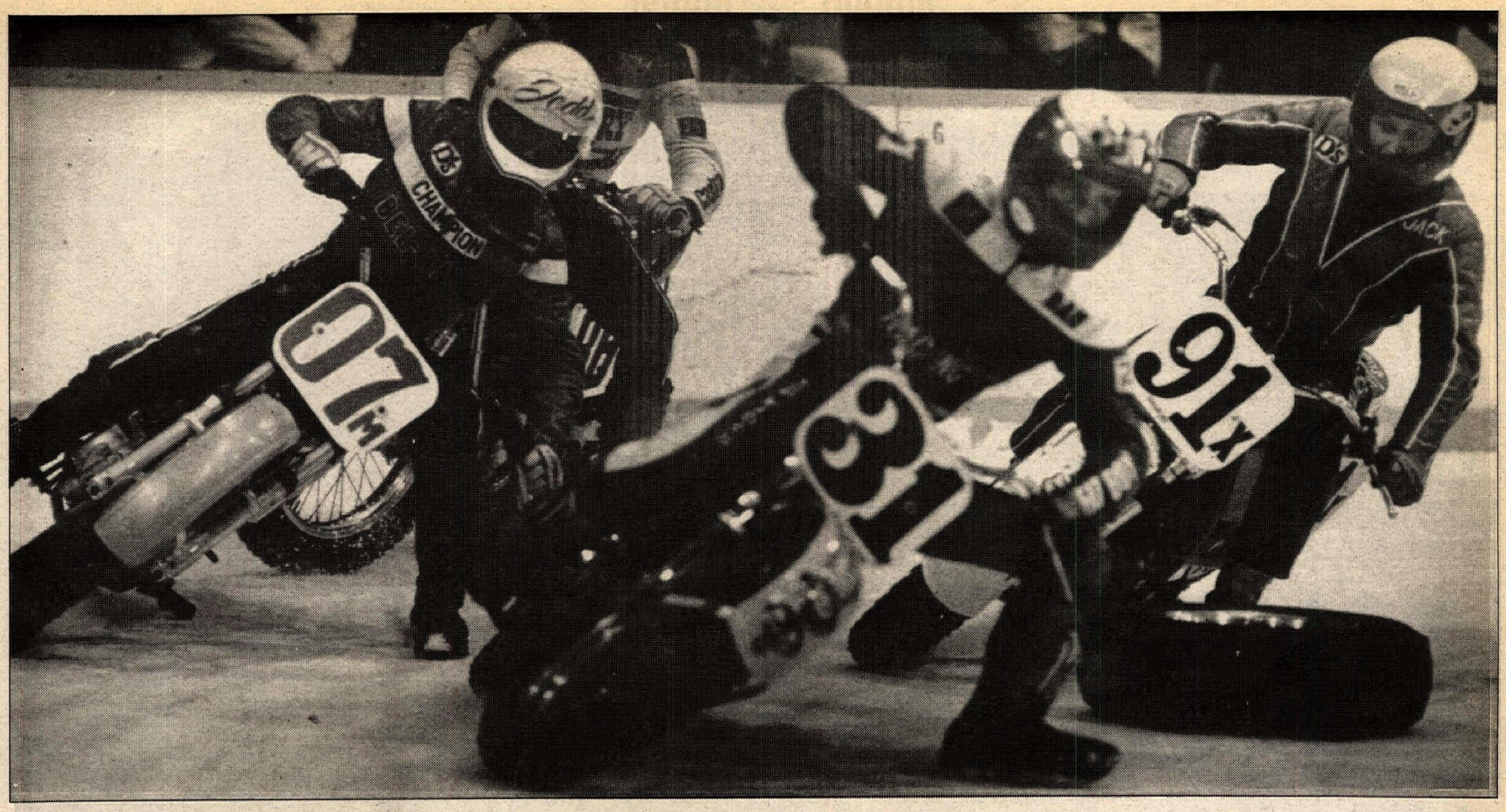
Hebb did just that as he won his final three point-paying races to take the series championship.

"This is a great way to start the year off," said Hebb. "I used a motor built by Dan Thompson and my chassis. I'm going to try and work something out with Dan so he'll build my engines for the Grand National Championship races this season."

Hebb acknowled help from Nolan Helmets, Hi-Point, Chivington Honda, KK Cycle Supply and Phillips 66.

Brow, Honda-mounted like Hebb, finished second in the final point standings, three points down on Hebb, 61 to 58. While disappointed over losing a title he's held for six consecutive years, Brow didn't hang around and mope; he headed for Florida for a little R&R prior to the beginning of the Florida Dirt Track Series.

Chuck Springsteen was the night's only casualty. The Flint, Michigan, resident lost a fingernail and suffered a badly bruised side in a get-off.



Dan Ingram (31) holds the lead over Todd Martin (07M), Jack Mayer (91X) and Mike Ashton (86) in event 10. Ingram won, Mayer was second.

Six-time series champ Garth Brow had a perfect night with five "heat" race wins and victory in the final, but lost the number one plate to Hebb.

Ingram salvaged third in the final point standings via three wins and a second following his first head disqualification.

Fourth in the standings and second on the night went to Ed Morris, the only rider to compete in all 12 of the Stanton Lorenz-promoted Series.

The season-ending final saw Brow score his sixth win of the night. Morris took second and newly crowned champ Hebb took third.

A drawing for a Honda FourTrax saw Hebb come up the winner, but he admitted all the riders had agreed that the rider who won the four-wheeler would sell it and all the contestants would split the money.

Ohioan Scott Stump was named the series' Rookie of the Year by rider vote. ●

Results

OVERALL: 1. Garth Brow (Hon) 15; 2. Ed Morris (Hon) 12; 3. Dan Ingram (Hon); 4. Dave Hebb (Hon) 10; 5. Dave Knapp (Hon) 10; 6. Scott Drake (Hon) 9; 7. Bryan Hardin (Hon) 9; 8. Launce Sulaty (Hon) 9.

FINAL: 1. Brow; 2. Morris; 3. Hebb; 4. Knapp; 5. INgram; 6. Hardin; 7. Drake; 8. Sulaty.

FINAL POINT STANDINGS: 1. Hebb (61); 2. Brow (58); 3. Ingram (55); 4. Morris (53); 5. Hardin (51).

Wind

(Continued from page 2)

and recall three-wheeled ATVs. Waxman, like all Democrats on the committee, voted for the ban. When asked for a copy of the report, a spokesman for Waxman's office said, "The GAO won't give it out until it's printed. I don't know if that will be a few days or a few months." When *Cycle News* contacted the GAO Press Office moments later, a GAO official said, "We'll get it in the mail to you today."

Notice to ATV dealers: "Recent news stories attributed to anonymous sources have stated that the U.S. Consumer Product Safety Commission (CPSC) is planning to urge dealers to voluntarily make refunds to owners of some ATVs," the Specialty Vehicle Institute of America said February 3 in a prepared statement. "In response to our inquiries, the CPSC will not confirm any of these stories. To our knowledge, no official communication regarding this issue has been given to any consumer, dealer, distributor or manufacturer, and, in our opinion, the record compiled by CPSC provides no basis for any such action. All major ATV distributors have recently communicated directly with their dealers, reaffirming that *there has been no decision* to initiate a refund to ATV owners at this time. SVIA will continue to monitor CPSC activities and will coordinate industry input on this important issue. We recommend that dealers continue to follow (safety) guidelines to assure full buyer and rider awareness of the safety considerations inherent in the use of any motorized off-road vehicle."

A $10,000 point fun has been posted for the Wiseco/Spectro Daytona Dirt Track Series which will take place in Florida prior to and during Daytona Cycle Week. The eight series events are all AMA Regional Championship races. The series gets underway with back-to-back $5000 half mile races at Tampa on February 14-15. Next up are back-to-back half mile races at Volusia County Speedway in Barberville on February 27-28. The Saturday race has a $5000 purse and the Sunday race a $6000 purse. The series concludes with three $9000 short track events at Daytona's Memorial Stadium on March 5-6-7. In addition to the Wiseco/Spectro Dirt Track Series events, there'll be a $3000 short track in Lake City on February 22, and a $6000 Pro-Am/Junior class short track at Daytona's Memorial Stadium on March 4.

A recent newsletter report that Bell Helmets has petitioned the International Trade Commission (ITC) for protection against Marushin, Shoei and Arai, is "old news," according to Bell Helmets spokesman Don L'Heureux. Bell reportedly filed a petition last May against the three Japanese helmet manufacturers, alleging patent infringement and unfair competition. The American helmet maker has since settled its claim against Arai, while settlements with Shoei and Marushin are pending and should be approved by the first week in March.

Three-time World Champion Freddie Spencer and his Honda teammate Niall Mackenzie were testing Honda's 500cc V-four road racers at Surfers Paradise in Queensland, Australia, the week of February 2-6. Australian sources say Mackenzie was turning 1:11 lap times, two seconds under the lap record; Scotland's Mackenzie finished 10th in the 1986 500cc World Championship on a Suzuki after competing in only three Grands Prix.

Desert racer Dan Smith will be christened AMA Amateur Athlete of the Year during opening ceremonies at the Daytona 200. Smith, who hails from southern California's AMA District 37, earned the honor by dominating the 1986 AMA National Championship Hare and Hound Series. The award is presented annually to an AMA competitor who performs outstandingly well in an AMA amateur activity; Smith's being so honored marks the first time the honor has been awarded to a desert racer. Also during opening ceremonies, the AMA will present championship awards to Terry Cunningham (AMA National Enduro Champion) and Mark Hyde (AMA National Hare Scramble Champion).

Former Grand National Champion Gary Scott of KK Motorcycle Supply has announced a $28,500 contingency program that will reward dirt track and road racers who have the KK logo on the chest of their leathers while competing in selected AMA Nationals. The top placing "KK" rider in five Camel Pro Superbike Nationals (Daytona, Road Atlanta, Loudon, Road America and Mid-Ohio) will be awarded $2000. The top placing "KK" rider in nine AMA Grand National Championship dirt track races (both spring and fall Springfield Mile races, Louisville Half Mile, Lima Half Mile, Hagerstown Half Mile, Parkersburg Half Mile, DuQuoin Mile, the August Peoria TT and the Syracuse Mile) will receive $1500. Five Junior National Championship dirt track events (the May Springfield Mile, Lima Half Mile, Hagerstown Half Mile, Parkersburg Half Mile and the Syracuse Mile) will see the top placing "KK" Junior rider receive $500. "The circular KK logo can be any color," said Scott, "because we realize racers have leathers in different colors. If no KK rider makes the main at any of the selected events the money from that event will be added to the $2500 that we'll pay to the top scoring Expert KK rider at the end of the season. KK will also distribute 6000 KK hats to dealers and fans can get a hat by presenting a coupon from selected event race programs to the dealer with purchase of $10 of product distributed by KK." For more details contact Scott at 615/562-9817.

The Hilltopper's Rosarito Grand Prix which usually takes place in Baja in April will be run in May this year. The club informs us that entry blanks will be available in the very near future.

Monterey, California's Laguna Seca Raceway will host its annual motorcycle road race meet over the July 10-12 weekend. The event will not be a part of the Camel Pro Series, due no doubt to a falling out between the event's promoters and R.J. Reynolds Tobacco company-sponsored teams at last year's Camel Pro Series event at the track. "The Laguna Seca meet will pay AMA Grand National Road Race Series points," said the AMA's Bill Boyce. Efforts are being made by the promoters to continue the track's tradition of hosting a Formula One race despite the dropping of that class from championship status by the AMA.

And perhaps the biggest news to come out of Laguna Seca is the announcement that the northern California track has applied for a World Championship Road Race Series round in 1988. Laguna Seca Raceway's Lee Moselle has asked the FIM for a waiver from its track-length requirement (Laguna Seca is two-tenths of a mile under the FIM minimum requirement). Moselle says they don't have a major sponsor for the long-awaited Grand Prix, but says he has seen a show of interest. "I shouldn't have a problem with it (sponsorship)," he said. Laguna Seca's plans to host a Formula One car Grand Prix have been put on hold, according to Moselle.

The February 14 San Diego (California) Supercross will utilize the entire floor of Jack Murphy Stadium for the first time. In the past the baseball diamond was off-limits to the daring young men on their flying machines. •

ee WRITER

California fights the helmet law again

Well, I see our old enemy, the helmet law has raised its ugly head again. Thought we had slain the bogey years ago. But now a new generation has to deal with it: Do you want a government to tell you that you have to wear a hat? Our founding fathers asked that question and answered no. An Act of Congress back in 1975 said NO! (It was co-authored by Californian Senator Alan Cranston, who wasn't always bad.)

Twenty years of experience in states that do have helmet laws has shown that they have little if any effect on motorcycle accidents and injuries. What difference can be found is often not in our favor as the parties at risk.

But kids continue to get hurt and killed on motorcycles and some of them won't wear helmets and grief-riven mothers will petition politicians to do what they love to do best, pass a law. "Arrest our bare-headed babies before they harm themselves," the mothers cry. "We can't make them wear it, so the cops must!"

That would be great, mom, if it did any good. Then we'd only have the freedom-of-choice problem.

Helmet laws have been tried and discarded in many states, but never yet in California. I think it was because we presented a united opposition as a motorcycle sport and industry. It is hard for an industry to oppose mandatory "protection" of its customers, and so I want to thank the industry for staying on our side as long as it did. The Motorcycle Industry Council, the California Motorcycle Dealers Association and Bell Helmet Co. are entitled to their opinions for whatever their reasons, and I hope they will understand why we have to carry on with the rest of the industry that are either neutral or on our side.

We could lose this one, and that would be a tragedy. What happens is, Americans resent being told how to ride our motorcycles. We consider ourselves to be the best judge of that. There will be lawsuits. Some of us will go to jail rather than submit. My hero Ben Franklin said, "Those who would sacrifice liberty for a little safety deserve neither." But when the California legislature considers this latest helmet bill for law, it will not be their liberty they might be willing to sacrifice, but yours and mine.

Then what seems to happen is, the car drivers figure they don't have to watch out for motorcycles anymore. Maybe they think our helmets render us impervious to injury. Whatever, motorcycle accidents continue to happen, and we still get hurt. Now what? Well, the popular solution is get rid of the motorcycles altogether, since helmet laws don't work. Or get rid of the helmet law and work on education and awareness, which do work.

A helmet law is nothing like a seatbelt law, although they are often confused. A motorcycle helmet is a form-fitted, personal thing. It doesn't come with the vehicle, and you have to care for it, maintain it, and replace it every few years for it to do its job. I do this voluntarily because I love my helmet. It is my friend, not a hated booby-hat the government says I have to wear.

By Chuck Clayton

SuperTeam announces squad for Daytona 200 assault

DAYTONA BEACH, FL, FEB. 6

Six riders on three different makes of motorcycles will comprise the 1987 version of the Daytona Beach-based SuperTeam road racing team in the 46th annual edition of the Daytona 200 by Arai. The Daytona 200 will get the green flag March 8, culminating Cycle Week '87 at Daytona International Speedway.

"We've got the largest, most talented team in our history," said SuperTeam co-owner Tom Tucker. "We're certainly going all out to win our hometown race. We were second in '85, fifth in '86, and '87 just might be our year," added Tucker, who owns a motor sports marketing firm in Ormond Beach, Florida.

Three riders from former SuperTeam efforts are on the year's squad: Jimmy Filice, two-time Camel Pro champ Ricky Graham and Lance Jones. New riders joining are Dan Chivington, Rodney Farris and Danny Walker.

"We feel our line-up can compete with anyone," said Tucker's SuperTeam partner Irv MacDougall, a Port Orange, Florida, businessman. "Last year we built our own bikes. This year, we're providing support help to six riders — it's quite an effort."

Filice rejoins SuperTeam for the Daytona 200. The popular California racer rode for the Yamaha factory last year, but is going on his own this season. Filice was an original member of SuperTeam in 1985. Filice will be on a Lou Valerga-tuned Yamaha.

Chivington, riding for respected mechanic George Vicenze's Gee-Vee Racing, will be on a Honda. Graham will be Kawasaki-mounted. Filice, Graham and Chivington will all be on their own bikes with SuperTeam support help.

Riding year-old SuperTeam-prepared motorcycles will be Jones, Walker and Farris. That trio will be riding machines built for the '86 Daytona 200 in SuperTeam's Port Orange shop by mechanics Eddie Atkins, Larry Kono, Woody Kyle and Larry Worrell.

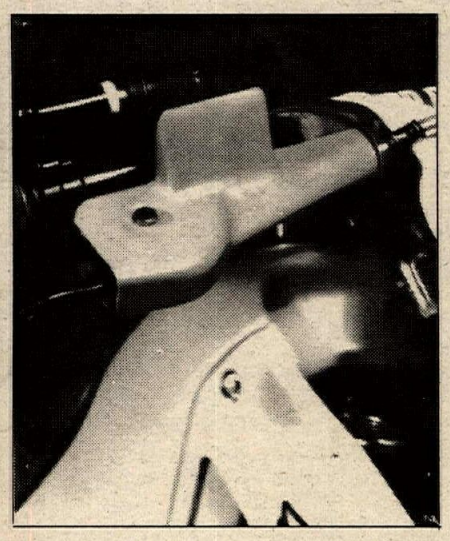
"We've run well in the Daytona 200 before, and this year we think we've got the numbers to go all the way," said Tucker.

In 1985, SuperTeam riders placed second (Wes Cooley), fourth (Ron Haslam) and sixth (Filice) in the 200. In 1986, SuperTeam had the highest finishing non-factory rider when three-time Grand National Champion Jay Springsteen finished fifth. •

new products

Now available from Bieffe is their new MX helmet, the BX-6. The BX-6 features a full-face fiberglass shell that meets or exceeds Snell 85 and DOT requirements. The BX-6 helmet has a light weight of under three pounds. The Bieffe BX-6 also has a goggle strap groove and is ventilated. Comes in solid white or with team color graphics. Priced at $99.95 for the solid color model and $109.95 with team graphics. See your dealer or contact Bieffe USA, Inc., Dept. CN, P.O. Box 10178, San Jose, CA 95157.

AERO Sport U.S.A. has just released a new line of competitively priced riding gear and the AERO Sport Boot leads the product line introduction. Constructed of top-grain, heavy duty leather, the boots feature a quick lacing system and a velcro buckle system. Additional features include a non-slip sole design, waterproof lining and an impact absorbing shin plate. Available in sizes 6-13 in red, white, blue and black at a suggested retail price of $89.95. AERO Sport U.S.A. products are available from Chaparral, Dept. CN, 889 West Mill Street, San Bernardino, CA 92410, 800/841-2960, in California 714/889-2761.



Pro Circuit has this plastic brake reservoir guard, that will offer your bike's brake reservoir protection in simple falls and from other competitors' roosts according to Pro Circuit. The Pro Circuit Reservoir Guard is priced at $8.95 and is easy to install according to Pro Circuit. See your dealer or contact Pro Circuit, Dept. CN, 4212 E. La Palma, Anaheim, CA 92807, 714/993-5401. •

BIG BORE HUSQVARNA FOUR-STROKE STOMPS IMPRESSIVE PARKER FIELD

Smith/Roeseler Make Like Bubba Shobert!?

"I was riding my butt off out there. I was having fun, though. The Husky 4-Stroke works so good on these (gravel) roads. It slides so well, I felt like Bubba Shobert! It's just so tractable, it's hard to believe." This is how Parker winner Dan Smith described the 1987 Husky 510 Cross Country "Thumper," which carried him and co-rider Larry Roeseler to a decisive win over the cream of Southern California desert riders in the recent SCORE Parker 400.

Taking the lead at the 6 a.m. start, Smith disappeared over the horizon, never relinquishing the lead. When the dust finally settled on the competition, Smith/Roeseler had finished almost four minutes ahead of the runner-up, averaging 53 mph over the 5 1/2 hour run.

Although they are internationally recognized as consummate off-road racers, Smith and Roeseler had an unfair advantage with their Husky 510 four stroke. The four valve head, water cooled SOHC engine delivered smooth power right off the bottom through the top end. To say it really hooked up for Dan and Larry is an understatement. At 247 pounds, Husqvarna's 510 CX is the lightest, most powerful four stroke on the market today -42 pounds lighter than Honda's XR600, which placed third.

You can get a big white Husky 510 "King of the Desert" like the one Dan and Larry used to smoke the Parker competition. Drop by your Husky dealer and discover why Husqvarna continues to set the standard in the off-road, big bore, four stroke wars.

Husqvarna

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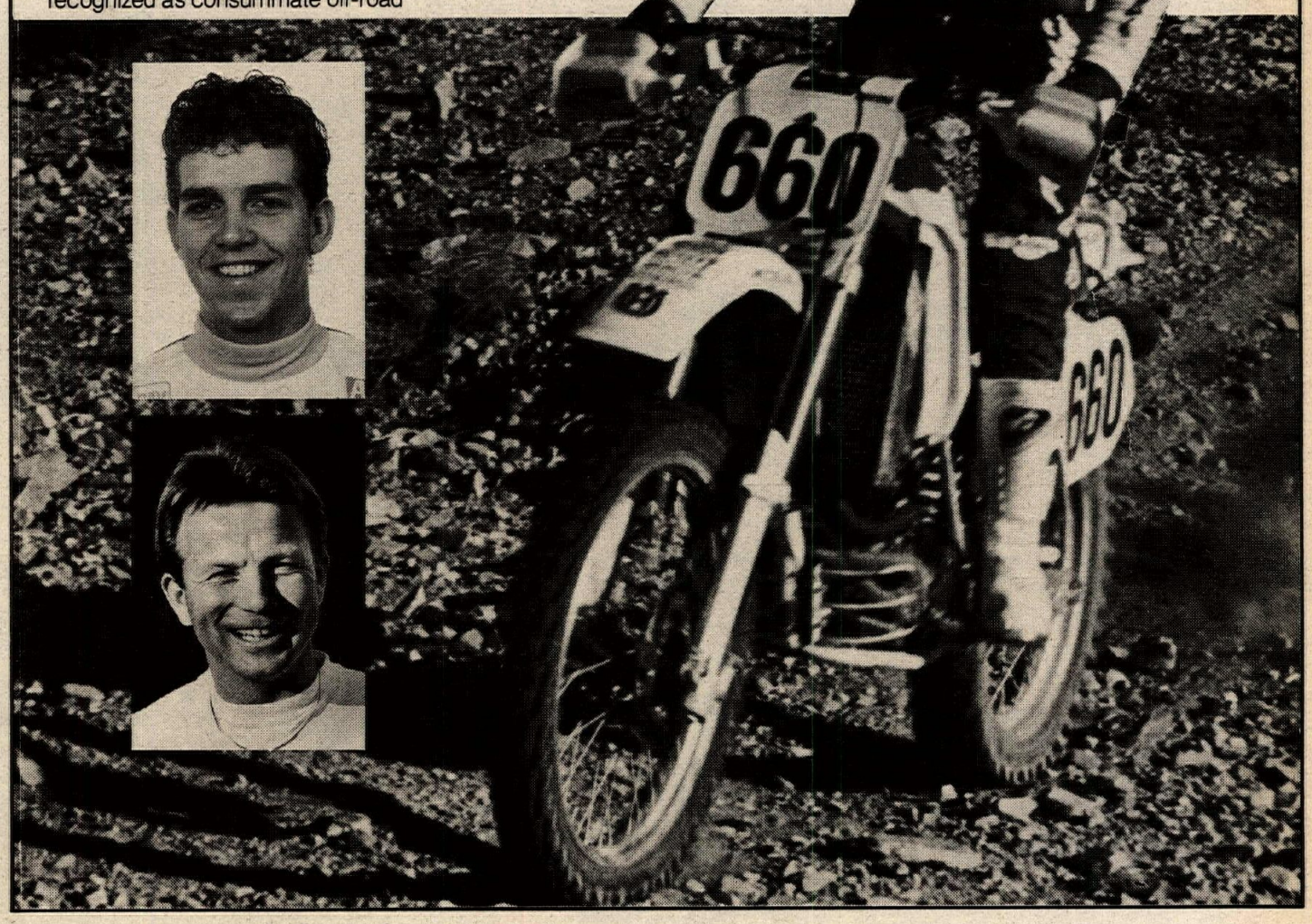
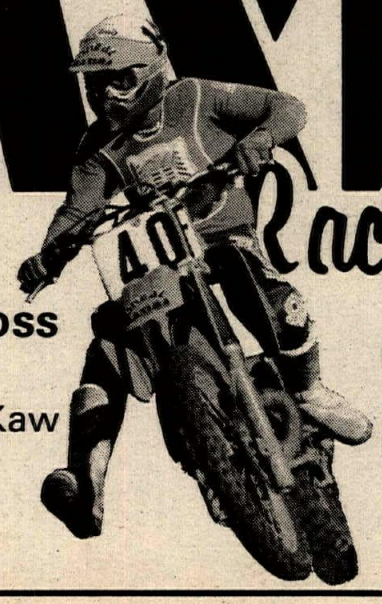


MAXIMA Racing Lubricants



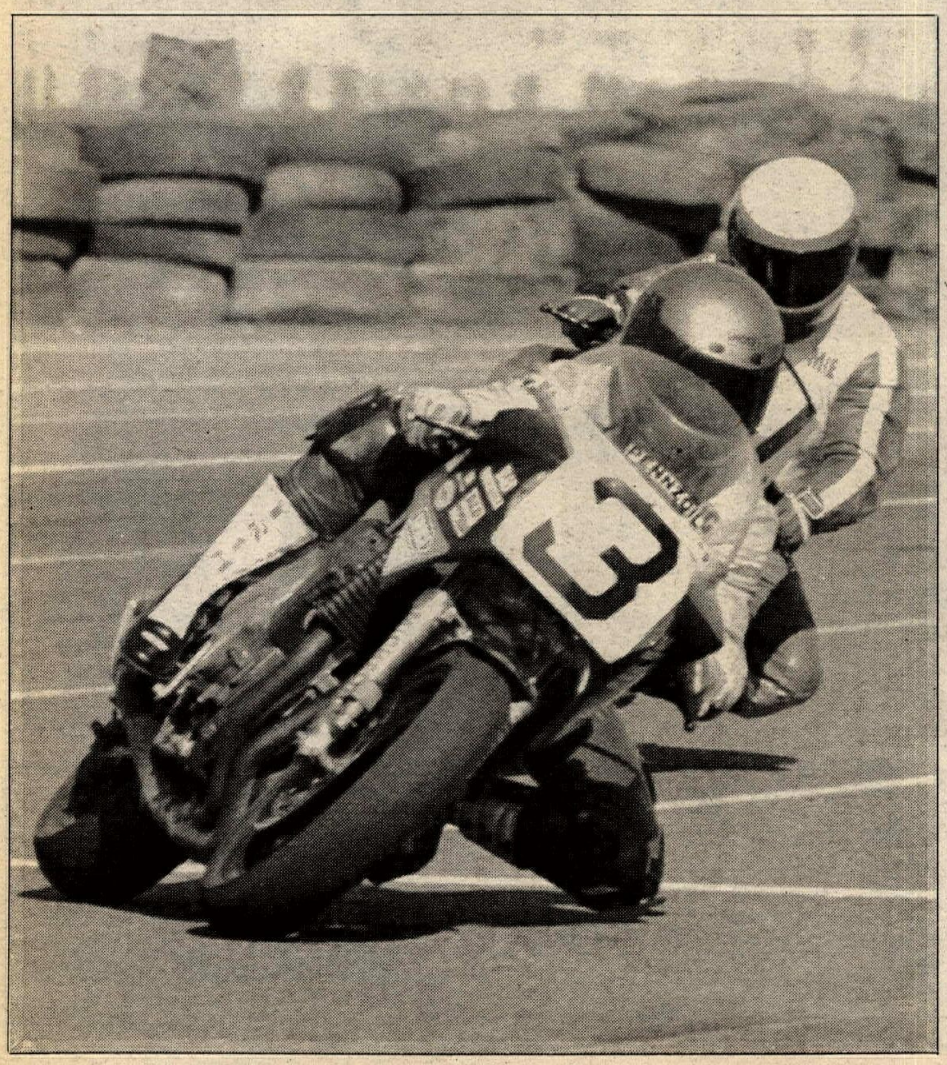
Anaheim Supercross
1st 125cc Pro
JEFF MATIASEVICH, Kaw
2nd 250cc Pro
RON LECHIEN, Kaw

Golden State Nationals #5
1st 500cc Pro
MIKE FISHER, Kaw

MAXIMA RACING LUBRICANTS
1444 Pioneer #7, El Cajon, CA 92020
(619) 442-9723

Georgia's Dean Swims (seen here) and Kevin Rentzell rode Kayo Racing's Suzuki GSXR1100 to victory in the Firebird 500 at Firebird Raceway.

Dutchman Racing's Doug Brauneck and Dave Schlosser finished second, two laps behind Kayo Racing, despite a dead last start.



AMA/CCS MotoWorld U.S. Endurance Road Race Series: Round 1

Kayo Racing KO's Firebird 500

By Michael Ross

CHANDLER, AZ, FEB. 1

Kayo Racing, formerly New Haven Suzuki, delivered the one-two punch in the Firebird 500-Kilometer Endurance Road Race at Firebird Raceway by winning both the GTO and GTU classes in the opening round of the AMA/CCS Series.

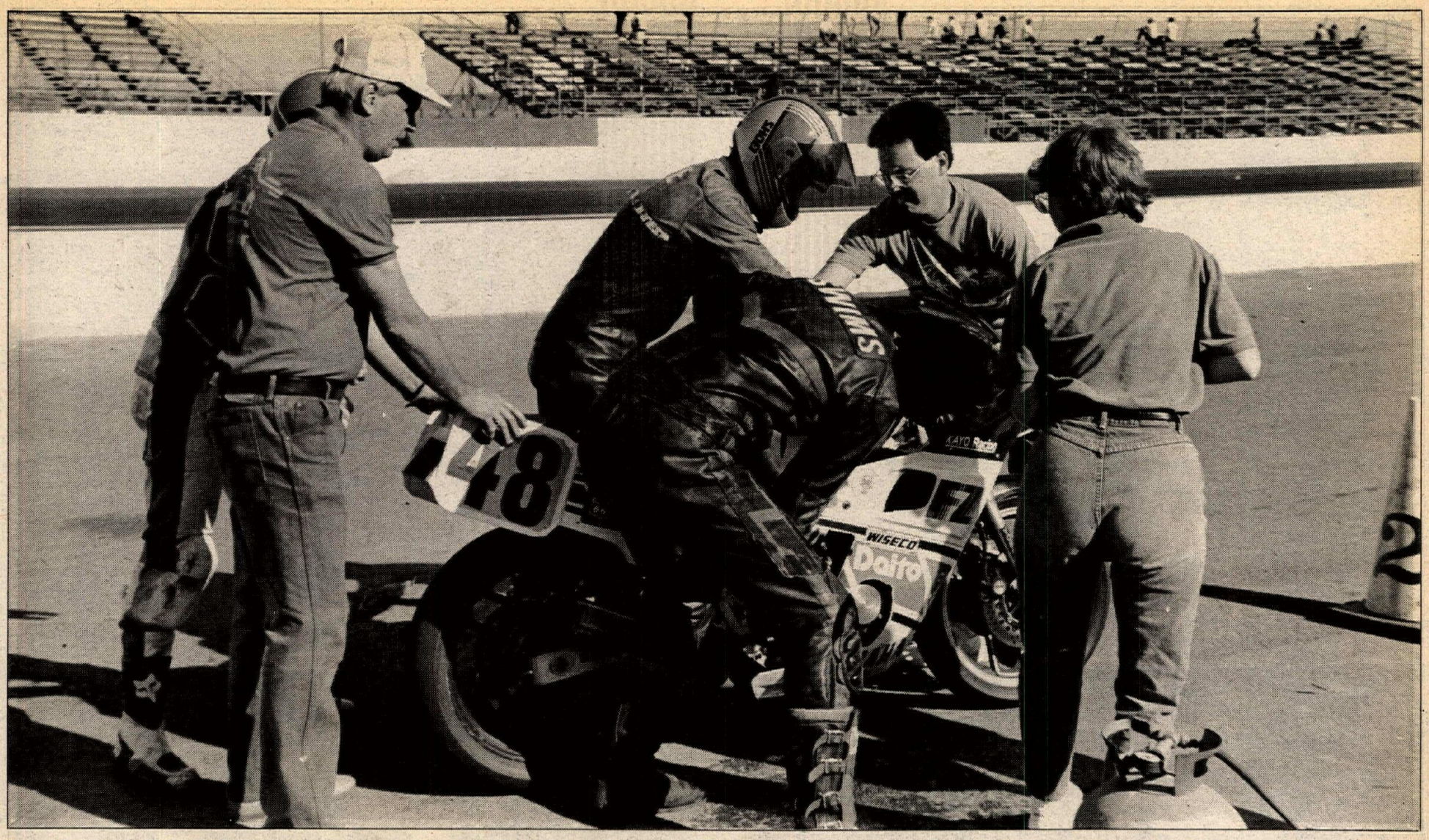
Atlanta-based Kayo Racing's Kevin Rentzell and Dean Swims took their Larry Brown-tuned Suzuki GSXR1100 to the winner's circle with a near flawless ride that saw them break the track record en route to the overall victory. Kayo's Donnie Rowe and Tommy Sloan piloted the team's Yamaha FZ600 to an impressive third overall and first in the GTU class.

Rentzell pulled the holeshot with the team's Yokohama Tires/D.I.D/GS Batteries/Daito/Shoei/Cycle Performance-sponsored Suzuki and led the 25-bike field into the first turn. Kelly Byrd and the Team Razor Yamaha FZ750 was in hot pursuit with High-Tech Racing's Suzuki in third.

Three laps into the 184-lap race, Byrd mounted a series challenge for the lead. High-Tech lurked within striking distance in third as the leading trio pulled away from the pack.

Dutchman Racing, manned by Doug Brauneck and Dave Schlosser, got off to a dead last start, but Brauneck poured on the coals and steadily moved through the field.

High-Tech was the first team to drop out when a cash in turn one disabled their Suzuki on lap 10. Haresport crashed 14 laps into the race and then Team Rising Sun went down on lap 19. Byrd's Yamaha sounded worse and worse finally stopping on lap 26.



Kayo Racing's Donnie Rowe prepares to take over on the team's Yamaha FZ600, while crew members including rider Dean Swims work on the bike.

"It ran good for four laps but just kept going slower and slower," explained Byrd, "And it finally sucked the number two exhaust valve and died."

At the 45-minute mark Brauneck was right on Rentzell's tail with Hyper-Cycle a distant third and Kayo's Donnie Rowe in fourth. YM's Yamaha was holding down fifth with EMHO in sixth.

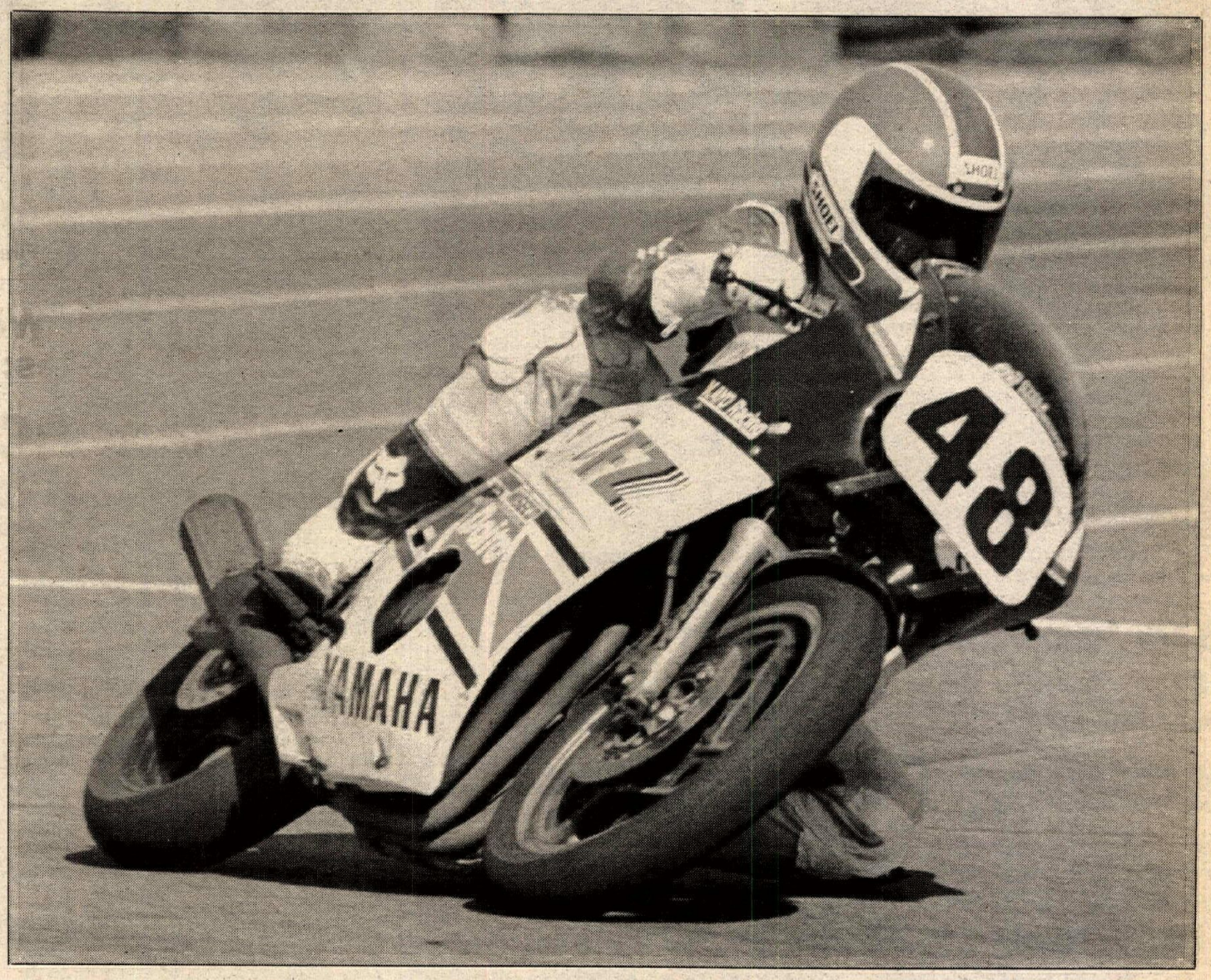
Barely an hour into the race, Brauneck pitted for fuel and a rider change. Schlosser took over the controls and set out after Rentzell but this early pit stop would haunt Dutchman Racing for the entire race. Dutchman Racing would have to stop twice more while Kayo needed only two stops total. The early pit stop and Schlosser turning slightly slower lap times let Rentzell pick up a two-lap advantage which he would hold throughout the race.

At the halfway mark Kayo led with 92 laps, Dutchman was second with 90, and Kayo's GTU bike third with 89. YMS and EMHO were on the same lap racing for fifth and sixth. One lap down, Boulder Motorsports and Northstar diced in seventh and eighth spots with 87 laps.

The next hour saw Schlosser come in and Brauneck go out with fire in his eyes. Brauneck charged after Kayo's Suzuki and started dropping his lap times into the 1:09 range, smashing the previous 1:10:12 track record. A few minutes later Swims roared past the Kayo pits with the Suzuki only running on three cylinders. Swims pitted for a fresh sparkplug and fuel, and Rentzell jumped into the saddle. The Suzuki was still breaking up as it left the pits. A tense minute passed for the Kayo team until Rentzell blasted past the pits with the GSXR at full song. Rentzell quickly brought his times down to the 1:09 range and stayed there for Kayo Racing's first victory. Rentzell covered 184 laps in a little over four hours.

Dutchman Racing pitted once again but still managed to take second place although visibly disappointed. "We weren't our normal, smooth-clicking machine," said Schlosser after the race. Brauneck explained further, "We made three mistakes. We started changing the tire too late; we miscalculated fuel consumption and a problem with our refueling can kept everybody busy fixing it instead of keeping track of the race."

In sharp contrast to the Dutchman pits, Kayo's members were ecstatic. "This is a good way to start a new year. We deserved it and we worked hard for it," said Rowe. •



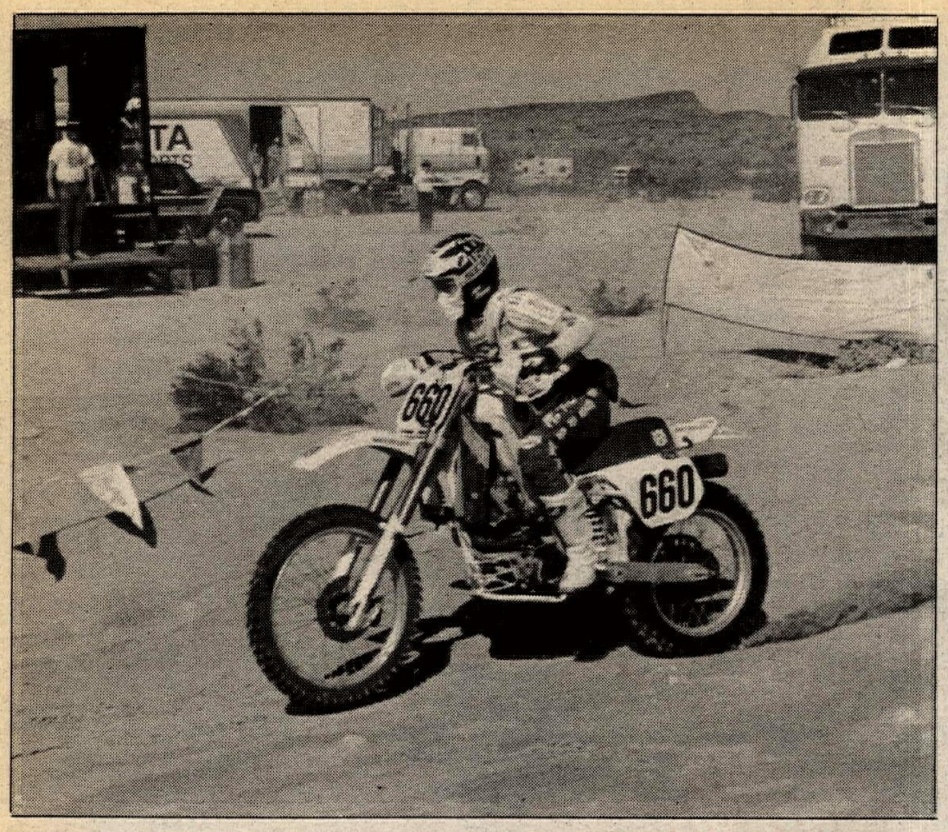
Tommy Sloan and Rowe topped the GTU class after turning in 178 laps on the FZ600.

Results

OVERALL: 1. Kayo Racing (Suz) 184 laps; 2. Dutchman Racing (Suz) 182; 3. Kayo Racing (Yam) 178; 4. EMHO Racing (Kaw) 176; 5. Northstar Racing (Yam) 175; 6. Rockwood Racing (Yam) 175; 7. Team Uno (Yam) 172; 8. Hyper Cycle (Suz) 169; 9. Gruupe 1 Racing (Kaw) 169; 10. Good Question Racing (Hon) 168.

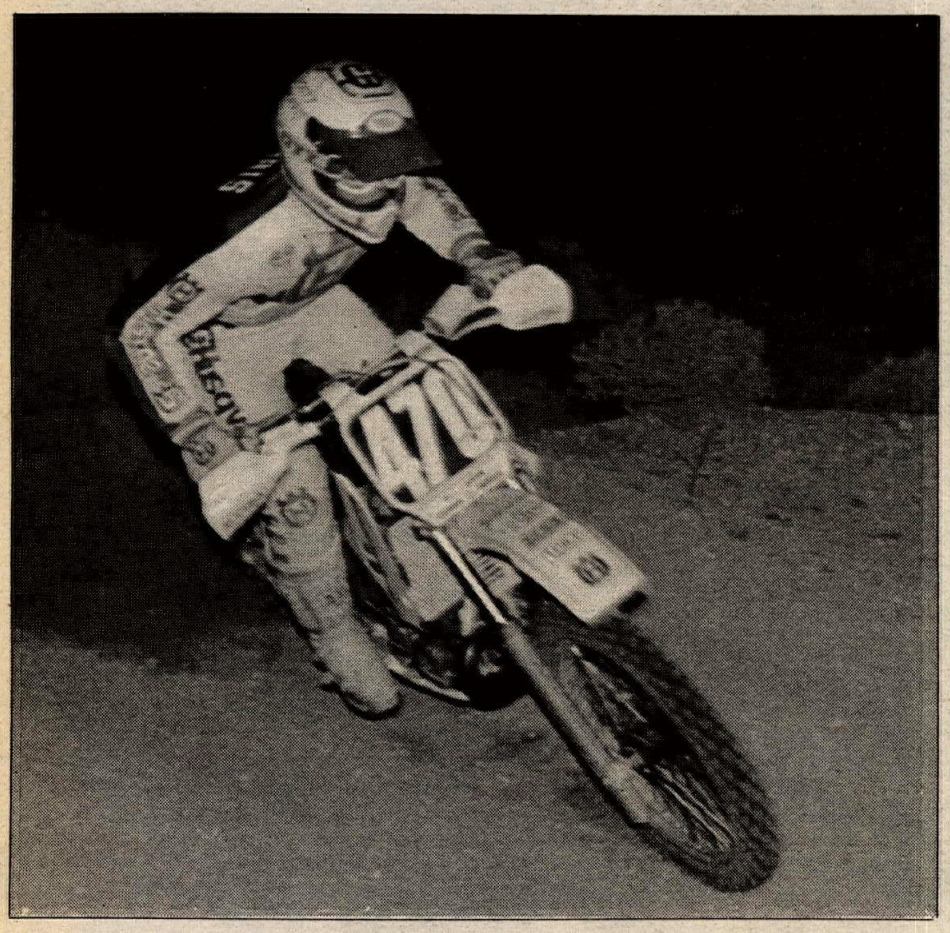
GTO: 1. Kayo Racing; 2. Dutchman Racing; 3. Northstar Racing.

GTU: 1. Kayo Racing; 2. EMHO Racing; 3. Rockwood Racing.



Larry Roeseler (shown) teamed with Dan Smith, led from start to finish on a 510cc four-stroke Husky. It's Smith's fourth Parker 400 win.

John Braash became the first rider in Parker 400 history to complete the event solo on a 125cc motorcycle. He won his class.



The Scott Morris/Daryl Folks Husky team finished eighth overall and wound up taking third in Class 21 (126-250cc).

The winning team: Larry Roeseler (left) and Dan Smith.

14th Annual SCORE Parker 400

Smith/Roeseler set sizzling Parker pace

By Anne and Tom Van Beveren
Photos by Tom Van Beveren
PARKER, AZ, JAN 31

Team Husqvarna's top duo of Dan Smith and Larry Roeseler kept up a sizzling pace for more than five-and-a-half hours to win the SCORE Parker 400.

With an average speed of just over 53 mph, Husky's formidable "A" team led the tough 302-mile race from start to finish, making it four Parker victories in a row for Smith.

"We were really hoping to pull it off," said Smith at the finish. "Considering that we were the first bike to start and that Larry and I are very compatible on the bike, we thought we had a pretty good chance. Our ride was relatively trouble free and here we are. Four in a row feels great."

Riders were up at the crack of dawn preparing for the start of the race. In an effort to keep the bikes out in front of the trucks and cars, the first motorcycles were scheduled to start at 6:00 a.m., with the bikes leaving two at a time every 30 seconds.

The start was delayed until it was light enough for safe riding, and then the race was on. Smith, on the Smith/Roeseler four-stroke Husky, and a Honda piloted by the Arizona duo of Bob Russell and Gary Wells, powered off the line on the first minute.

With the advantage of a dust-free run at the head of the field, Smith wasted no time and had the big Husky hard on the gas in the early stages of the 110-mile California loop. He soon shook free of the Russell/Wells Honda and was 20 seconds ahead of the Arizona entry as the course crossed Highway 95 for the first time, seven miles into the race.

Smith continued his high-speed run and, despite stopping once to fix a fouled plug, had built his lead to four minutes by the time he handed the bike over to teammate Roeseler at Thunder Alley.

"I was riding my butt off out there," said Smith. "I was having fun though. The four-stroke works so good on these roads. It slides so well I felt like Bubba Shobert. It's just so tractable it's hard to believe."

Dan Ashcraft, who rode to victory as Smith's partner in last year's Parker 400, was riding with Randy Morales under Team Honda colors. The pair put in a determined effort to take their first major win on the big Honda thumper.

Morales made short work of the early stages of the race, overtaking Jimmy Means and Derrick Paiement before the seven mile mark, and was starting to make up time on Smith as the course cleared Rice and started the run towards South Thunder Alley.

Morales handed over to Ashcraft for the second half of the loop and the bid to make up time continued. Ashcraft had the XR600 almost within striking distance of the front-running Husky, which was now in the hands of Larry Roeseler, when disaster stuck about 85 miles into the race.

"I got up to where I was riding in Larry's dust and I could see him about 15 seconds in front of me," said Ashcraft. "That put me ahead on time, but I was riding on a flat rear tire and all of a sudden the bike went sideways and the tire came off the rim completely. I had to stop and cut it off and then ride the rest of the loop on the rim."

Even riding on the rim, Ashcraft wasn't backing off and his sideways, still-hard-on-the-gas riding style, which was accompanied by spokes popping out of the rear wheel, thrilled spectators near the finish of the California loop. To further add to Ashcraft's troubles, the big Honda ran out of gas about 100 yards from the finish of the loop and had to be pushed in.

Running on the rim cost Ashcraft

valuable time, and at the end of the 110-mile California loop the Smith/Roeseler Husky had opened up a time-adjusted lead of almost six minutes.

Ted Hunnicutt and Derrick Paiement brought their Thousand Oaks Kawasaki-sponsored 500 out of the loop in second overall, despite running out of gas late in the loop, while the Russell/Wells Honda finished another six minutes back in third. Ashcraft's ride on the rim brought him out of the loop in seventh overall, just over 15 minutes behind the leaders.

Honda-mounted Joey Lane and Mark Vanscourt had the lead in the 250cc class and were running fourth overall after the first loop. The AMA D-38 hotshots were a time-adjusted 11 minutes behind Smith and Roeseler after the first 110 miles, but only 10 seconds ahead of fellow 250cc pilot Mark Jones of Blythe, California, on a Yamaha. Just over a minute behind Jones was the third bike in the 250cc class, a Husky piloted by the Las Vegas team of Scott Morris and Daryl Folks.

The lead in the 125cc class was held by D-37 ace John Braasch who was soloing the race on a Yamaha. Braasch left the start about seven minutes behind the leaders but steadily worked his way up in the first loop and was the 10th rider to appear at the end of the California loop, losing only 16 minutes to Smith and Roeseler despite the high-speed course.

At the end of the loop, Braasch was a full 10 minutes ahead of the nearest Class 20 competition — which was coming from Frank Chase and David Alford on a KZ125 that crossed the loop one finish line with a very flat rear tire.

After completing loop one, the riders were given one hour to haul their bikes across the Colorado River for the start of the Arizona loop — a 96-mile course that the racers would tackle twice.

The riders made the most of the short time-out, taking care of minor repairs and making last minute adjustments to the bikes.

Smith was aboard the lead machine as it headed out for the first run through the difficult terrain of the Arizona loop. Smith, who was back in competition for the first time since crashing hard at the SCORE Baja 1000 last November, was pushing hard in an effort to keep the Husky team's six-minute lead over the tenacious Kawasaki team of Hunnicutt and Paiement.

But the lead Husky started to develop some mechanical problems.

"The bike wasn't running too well for Larry at the end of the California loop and it was having some problems in my loop too," said Smith. "It seemed to be starving for fuel a bit on the top end."

Despite top-end problems, the big Husky completed loop two in record time and Smith hit the pits with the team's six-minute lead almost intact. Roeseler leapt onto the saddle and the big white bike went out into the Arizona loop for the last time before the competition had even appeared on the horizon.

Paiement was in a big hurry as he brought his Kawasaki through in second overall and missed a check just before his pit.

"The stop sign had blown over in the wind and I didn't see it," Paiement said, after running back to talk to SCORE officials. "They said it was an excusable mistake because they didn't have the sign up and I think everything will be okay."

The Russell/Wells Honda was still going strong at the end of loop two and seemed to be in third overall as it raced down pit row. But only seconds

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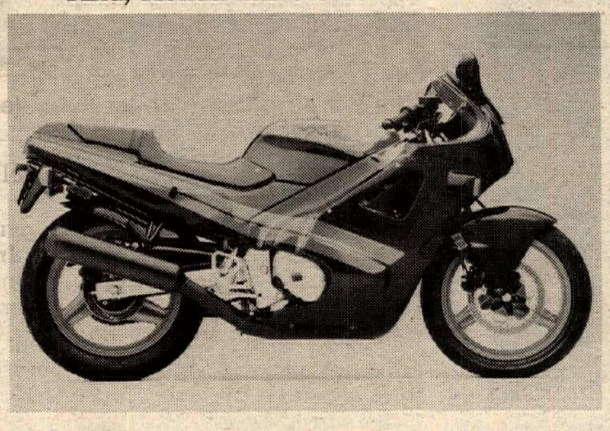

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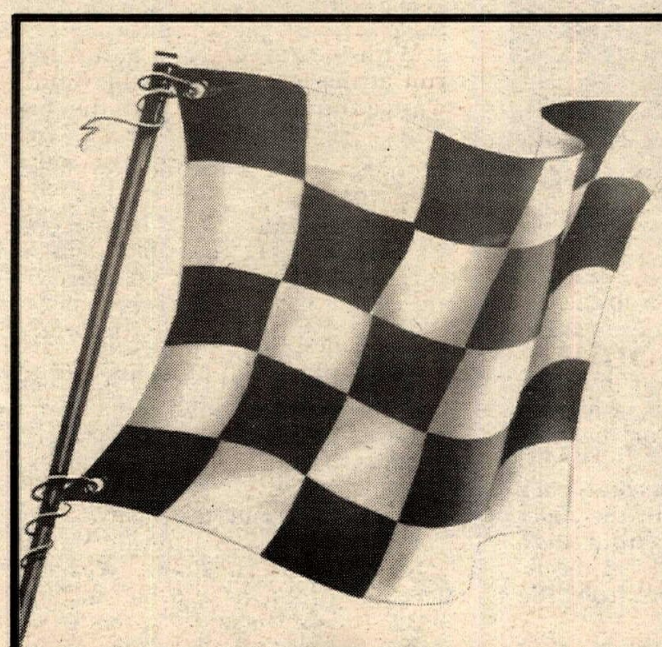

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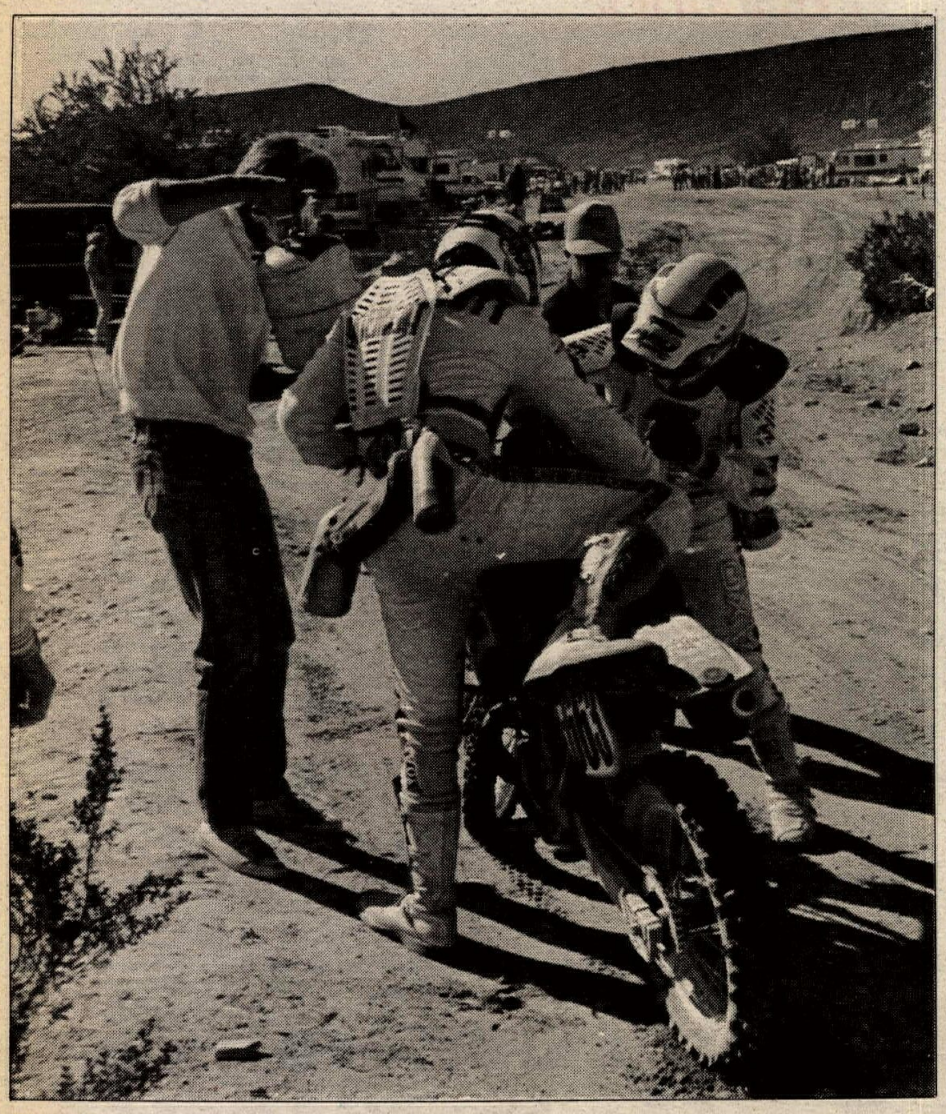
The Bob Russell and Gary Wells duo rode a Honda CR500 to a fourth place finish in the big bore class.



Hunnicutt and Paiement trade off and take on gas. The team had a few problems: Hunnicut crashed once and they ran out of gas.

behind — taking third overall in the time-adjusted standings — was Morales and his XR600.

Morales had put in the ride of a lifetime out in the Arizona desert and had made up an astonishing 10 minutes on the leaders despite running out of gas and hitting a booby trap on the course.

"Someone had dug a hole out there and piled all the dirt up behind it," said Morales. "I hit that thing in fifth gear and it put my feet way up over my head. And then I ran out of gas about two miles from the pits. I had to lie on the ground under someone's truck and help them run some gas out of the tank to make it to the finish. I bet I lost about 10 minutes getting that gas."

Racing through the pits in fourth overall was Scott Morris, who was running neck-in-neck for the time adjusted lead with the Lane/Vanscourt Honda just a few seconds back in fifth overall. Third in the 250cc class and only seconds behind was a Honda piloted by two local racers, Jeff and Chris Chambers from Big River, California.

"I was having a lot of trouble with the transmission," said Morris after handing the Husky over to Folks for the final loop. "Every time I downshifted it would slip right out. I was missing gears all over the place and trying to push hard at the same time. That was a lot of work."

Folks led the 250cc class for the first 20 miles of loop three, then the transmission problems got worse.

"Vanscourt would pass me, then I passed him back. We went on like that for miles," Folks said. "Then the tranny broke completely and I was stuck in fourth gear for about the last 60 miles. In a section that was tight enough for fourth gear I could stay in front, but it started getting fast and I just waved him past because I knew I couldn't race with him any more. That was pretty frustrating."

Braasch was more than 15 minutes ahead of the nearest 125cc competition at the end of loop two and went into the pits just ahead of a Team Husky entry consisting of Garth Sweetland and Paul Krause on a 430 Husky.

After running out of gas twice in loop one, the Sweetland/Krause entry had been well back going into the first of the Arizona loops. A rapid run by Whiskey Pete's Hare and Hound champ Sweetland regained a lot of the lost ground in loop two and moved the team into 11th overall, but the Husky's tranmission locked up in the pits and the rapidly rising team never made it out into loop three.

The final 96-mile loop provided some tense moments for race leader Larry Roeseler, but the seasoned SCORE rider held it together and took the checkered flag with a time-adjusted winning margin of almost four minutes over the Hunnicutt/Paiement Kawasaki.

"I think we had something wrong with the carb," Roeseler said at the finish line. "It started acting up this morning and just got worse and worse. It died three or four times in the last loop, and at one stage I was stopped for two or three minutes. It just wouldn't go and some spectators had to help push to get it started. I had to ride like crazy after that. We should've been a lot further ahead than this."

The Kawasaki piloted into second place by the Hunnicutt/Paiement team was looking a little battered by the time it reached the finish line.

"I was coming off a fast road into a sand wash and misjudged things a bit," said Hunnicutt. "I hit a rock and just went over and over. I can't believe I'm not bleeding everywhere. I think that's when we lost the rear fender."

Hunnicutt said the team's only other problem was running out of gas in the California loop. "We had a few fuel problems and had to bum gas to finish," he said. "We ended up using five-and-a-half gallons of gas to do that first loop."

Ted Hunnicutt (shown) and Derrick Paiement rode a Kawasaki KX500 to second overall and second Open Expert.

Team Honda pilot Dan Ashcraft kept up a blistering pace in the final loop and shaved another five minutes off Husky's winning margin, but the Honda riders had to be content with third overall.

"We were catching up really fast," said Ashcraft (American Honda). "If it wasn't for me shredding the tire and Randy running out of gas we probably could've won it. This bike is so fast it's scary. You can go way, way too fast on it and it just never quit hauling the whole way."

Vanscourt brought the Lane/Vanscourt Honda home in fourth overall to take the honors in the 250 class.

"This is the first time we've raced Parker as a team and everything went really well," said Vanscourt, who thanked American Honda, Grand Sport Tires, Tustin Honda, Tsubaki, Answer and the Hilltoppers M.C. for the pits. "We had no problems to speak of and we just had a great time."

Second in the 250cc class (sixth overall) went to Chris Chambers and his rather battered brother, Jeff.

"They had a new section not far from the end that I wasn't too familiar with and I hit it going too fast," said Jeff. "It high-sided me and I went down really hard. Luckily it was fairly soft stuff."

"In the first part we had a great race going in our class," said Chris. "First, second and third were within 30 seconds of each other — we were right there. It was pretty exciting."

The Morris/Folks Husky duo nursed their damaged transmission into third in the 250cc class.

"I'm lucky to be here at all," said third-loop pilot Folks "That's a long way to ride on a bad transmission. I'm really happy to finish third."

Braasch, the first solo rider to cross the finish line (ninth overall), came in hard on Folks' heels to take the win in the 125cc class.

"I bailed twice," said Braasch, who thanked Granada Yamaha, O'Neal, K&B and his all-girl pit crew. "I got past everyone in my class in the first loop then I got a flat tire and went over the bars and the bike landed on me. Everyone got past me so I had to pass them all over again. The second and third loops were flawless." ●

Unofficial Results

OVERALL: 1. Dan Smith/Larry Roeseler (Hus); 2. Ted Hunnicutt/Derrick Paiment (Kaw); 3. Dan Ashcraft/Randy Morales (Hon); 4. Mark Vanscourt/Joey Lane (Hon); 5. Bob Russel/Gary Wells (Hon); 6. Chris Chambers/Jeff Chambers (Hon); 7. Rick Lee/Phil Means (Hon); 8. Scott Morris/Daryl Folks (Hus); 9. John Braasch (Yam); 10. John Alexander/Greg Nash (Kaw).

OPEN: 1. Dan Smith/Larry Roeseler (Hus); 2. Ted Hunnicutt/Derrick Paiment (Kaw); 3. Dan Ashcraft/Randy Morales (Hon).

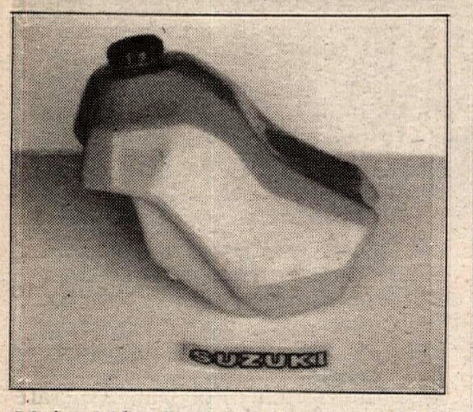
250: 1. Mark Vanscourt/Joey Lane (Hon); 2. Chris Chambers/Jeff Chambers (Hon); 3. Scott Morris/Daryl Folks (Hus).

125: 1. John Braasch (Yam); 2. Frank Chase/David Alford (Kaw); 3. Jeff Miller/Brett Howell (Kaw).

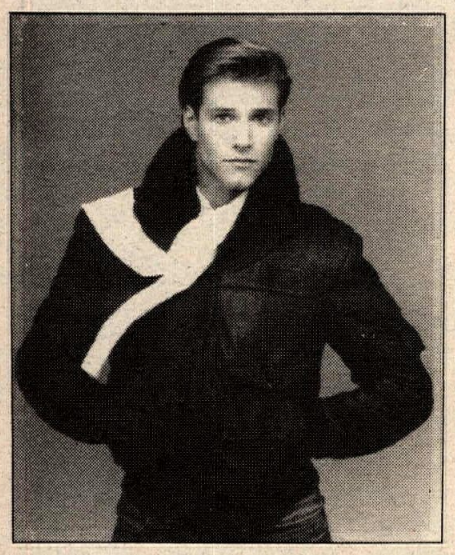
OVER 30: 1. Pete Sheehan/Lee Pearson (KTM); 2. David Rees/Wayne Cornelius (ATK); 3. David Callaway/Mike Bast (Kaw).

OVER 38: 1. John Etchart/Lynn McGraw (Hon); 2. Gary Nolen Dennis Grissom (Hus).

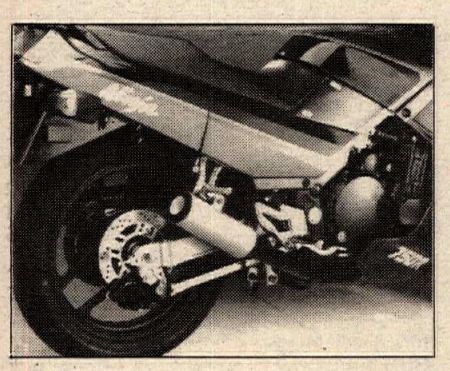
new products



Maier Mfg. now has large capacity gas tanks to fit most 1986 and '87 250cc and Open class motocross bikes. The tanks are available to fit the Honda CRs, Kawasaki KXs, Yamaha YZs and Suzuki RMs. These tanks will hold the extra fuel needed for long-distance events like enduros or hare scrambles. Come in stock tank colors only. Priced at $153.25. See your dealer or for more information contact Maier Mfg., Dept. CN, 12435 Loma Rica Dr., Grass Valley, CA 95945, 916/272-9036.



Vetter's Barnstormer Jacket has the look of an old-time flying jacket and is made of calfskin with an insulated cotton lining. The jacket features a leaf collar with a removable sheepskin liner. The collar has Velcro fasteners so it won't flap in the wind. A storm flap over the zipper and nylon knit cuffs and waistband provide a good seal against cool air. Available in dark brown in men's sizes 36-50; suggested retail price $229.99. See your dealer.



This new exhaust system for the 1987 Kawasaki Ninja 750 from D&D Performance Exhaust is 12 pounds lighter than the stock unit. D&D also claims that their four-into-one system will add horsepower while allowing access to the oil filter, oil drain and use of the stock center stand. For more information contact D&D Performance Exhaust, Dept. CN, 821 N. Dixie Hwy., Pompano, FL 33060. In the eastern U.S. call 800/327-1109 and in the west 800/843-8961. •

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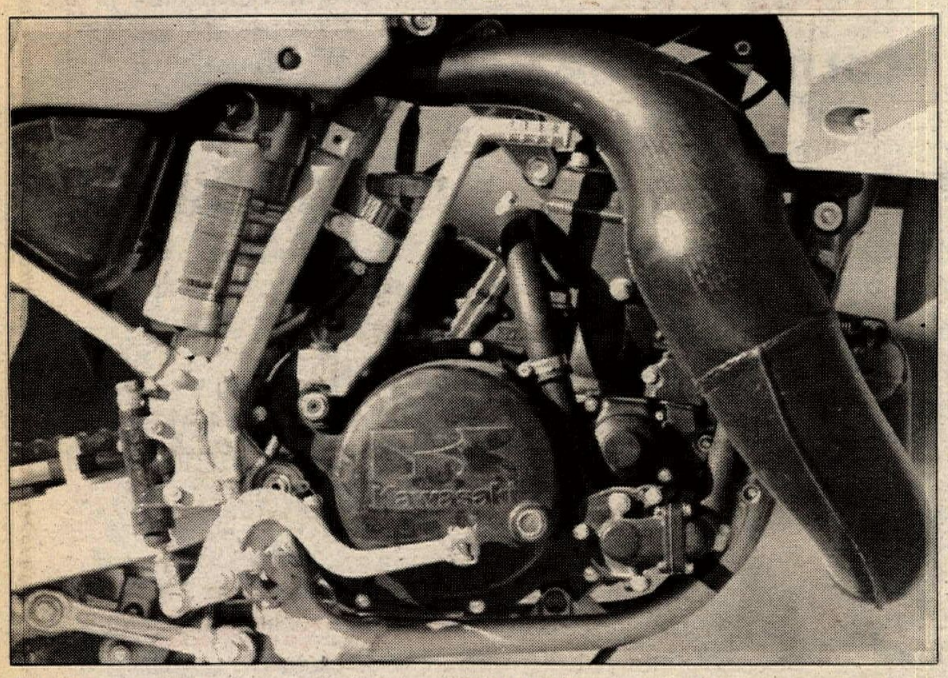

The five-speed transmission has a slightly taller overall gear ratio, and the clutch has a much smoother feel compared to the 1986 KX250.

Test: 1987 Kawasaki KX250

Mean, green and seeing red

By Kit Palmer

Nineteen eighty-six wasn't a bad year for Kawasaki motocrossers. In fact, it was a very good year. The 1986 KX250 was an exceptionally good piece of racing equipment, but it had one problem — the 1986 Honda CR250.

But 1987 could be a different story.

Kawasaki went all out this year to produce a 250cc motocrosser better than Honda's, and the two most notable changes to this year's KX250 is the all-new frame and longer stroke motor.

Beginning with the chassis, the 250 now has the same type of frame design as last year's good-handling KX125. The new frame has separate front and rear sections; the front is constructed of high-tensile steel, and the rear sub-frame section is made of lightweight box-section aluminum. Used with the updated frame design is an all-new Uni-Trak rear suspension system, which eliminates the use of the old strut and bell crank system. The bottom of the shock now connects to linkages below the swingarm. There are a few good reasons for this new design. It enables the shock to be mounted farther forward and lower in the frame to help centralize and improve the bike's center of gravity. Plus, it allows Kawasaki to use a larger airbox for better breathing.

The shock itself is all new, too. It's a Kayaba unit that now features a piggyback reservoir instead of the old, less reliable and less effective remote reservoir design. There are two 16-way compression and rebound adjustment knobs mounted above and below the shock body. The shock also has fully adjustable preload. Rear wheel travel has been increased from 12.5 inches to 13 inches, and seat height is now slightly taller.

Up front, the KX features what Kawasaki calls a Floating TCV (Travel Control Valve) fork. The 43mm Kayaba fork is similar to last year's design but features new "floating" push rods that are no longer mounted rigidly to the main spring retainer on the TCV. The company claims this new design assures plusher fork action throughout 11.8 inches of wheel travel. At the bottom of each fork leg are 16-way adjustable compression damping screws, but gone for '87 are preload adjusters.

The KX uses front and rear disc brakes that feature some changes. The front, single-piston caliper has a 25% larger pad and a 12% larger piston, for what Kawasaki claims is a 20% increase in stopping power. In the rear, the brake pad is made out of different material for lower friction to produce smoother operation. A steel-braided brake hose is used up front.

The KX's two-stroke, water-cooled engine features a smaller 67.4mm bore and a longer 70mm stroke with 249cc displacement. The longer stroke motor is designed to give the Kawasaki more tractable low-end and midrange; to boost midrange and top end power, the Kawasaki Integrated Power-Valve System (KIPS) was modified. The major KIPS components include an exhaust resonator, two auxiliary exhaust sub-ports, two valves that open and close the resonator and sub-ports, and a crankshaft-driven ball-ramp governor. The 1987 KIPS power valves are larger and have bigger openings to increase exhaust flow from mid to high rpm. The width of the valve openings has gone up from 15mm to 23mm, and the diameter of the sub-ports have been increased from 18mm to 21mm.

Other changes to the KIPS include new left-side power valves that are now made out of aluminum instead of steel, and the governors gears are now plastic — this was all done to reduce weight. The whole unit has less moving parts than before.

The cylinder is made out of aluminum but is lined through an Electro-Fusion process which forms a thin and strong lining that reduces weight, dissipates heat more efficiently and increases the life span of the cylinder, according to Kawasaki. Plus, the aluminum piston has a new dome top, which combined with a modified combustion chamber increases compression ratio to 10.6:1.

Carburetion is handled by a 38mm, R-bottom slide Mikuni with a smaller

Kawasaki KX250

Engine type	Liquid-cooled, two-stroke, single
Bore x stroke	67.4x70.0mm
Displacement	249cc
Compression ratio	10.6:1
Carburetor	38mm Mikuni
Horsepower	N/A
Torque	N/A
Starting system	Primary kick
Ignition	CDI
Lubrication	Premix
Primary drive	Straight-cut gears
Final drive	Chain
Gear ratios	
Primary	55/20; 2.750
Final	47/14; 3.357
5th	24/24; 1.000
4th	25/22; 1.136
3rd	25/18; 1.388
2nd	30/17; 1.764
1st	32/15; 2.133
Frame	Single downtube, split double cradle
Rake	28°
Trail	4.7 in.
Front suspension	Telescopic fork
Fork tube diameter	43mm
Front wheel travel	11.8 in.
Rear suspension	Single-shock, swingarm
Rear wheel travel	13.0 in.
Front brakes	8.7-in disc
Rear brakes	7.5-in disc
Front tire	80/100-21 Dunlop
Rear tire	100/100-18 Dunlop
Claimed dry weight	212.7 lbs
Overall length	86.6 in.
Overall width	32.0 in.
Overall height	48.2 in.
Wheelbase	59.0 in.
Ground clearance	14.8 in.
Seat height	38.2 in.
Colors	Green
Retail price	$2899

Jumping the KX required delicate throttle control.

2mm bore to help improve throttle response at low rpm. This 38mm Mikuni replaces last year's overkill 40mm Mikuni. The carburetor feeds through an eight-petal carbon-fibre reed valve, piston-port induction system, which is similar to last year's KX.

Except for a slightly different final and overall gear ratios, the five-speed transmission is unchanged for 1987, but the clutch has been redesigned for smoother and easier operation. Changes include using thinner friction plates and all-new aluminum driven plates; increasing the number of spring dampers to six (from five), and a bushing has been placed around the push rod. Plus the clutch release shaft now pivots inside two needle bearings instead of a sleeve.

Bodywork on the new KX is all-new and has been redesigned to improve riding position. The most noticeable change is the gas tank which is much narrower (as is the seat) than last year's model, but fuel capacity has been sacrificed. The '87 KX holds a half gallon less than before. The handlebar brackets are adjustable, so when they're mounted in the reverse position, it allows the handlebars to be moved 10mm farther forward.

On The Track

Every motorcycle has its own traits, and what stands out most about the new KX250 is its super-torquey motor. The Kawasaki is in a class all its own when it comes to trench-digging, tractor-pulling, low-end horsepower. Immediately after starting the KX for the first time, you can tell it's going to be a brute with its extremely low and throaty note.

Kick starting the KX is simple and very easy. The kick starter lever is easy to get a leg on and to get a good, clean jab. You don't have to worry about smashing your foot on the footpeg at the bottom of the stroke. Our KX always fired up within a few kicks, hot or cold, but we did foul a couple of spark plugs; the plugs fouled once while starting it cold, and once after it was plenty hot. We ran our KX with stock jetting and the manufacturer's recommended oil and mixing ratio.

Once on the track, it's easy to tell that the KX pulls much harder off the bottom than last year's KX, and throttle response is just as instantaneous, if not more so. Unlike many motocrossers that have tons of low-end grunt, the KX doesn't lack mid-range or top-end power to keep it from being competitive. Although it doesn't quite have the mid- to top-end speed as last year's Honda CR250,

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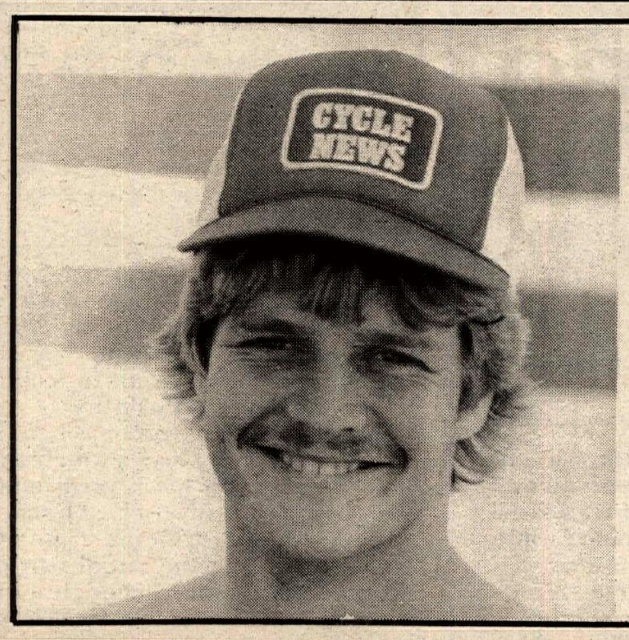

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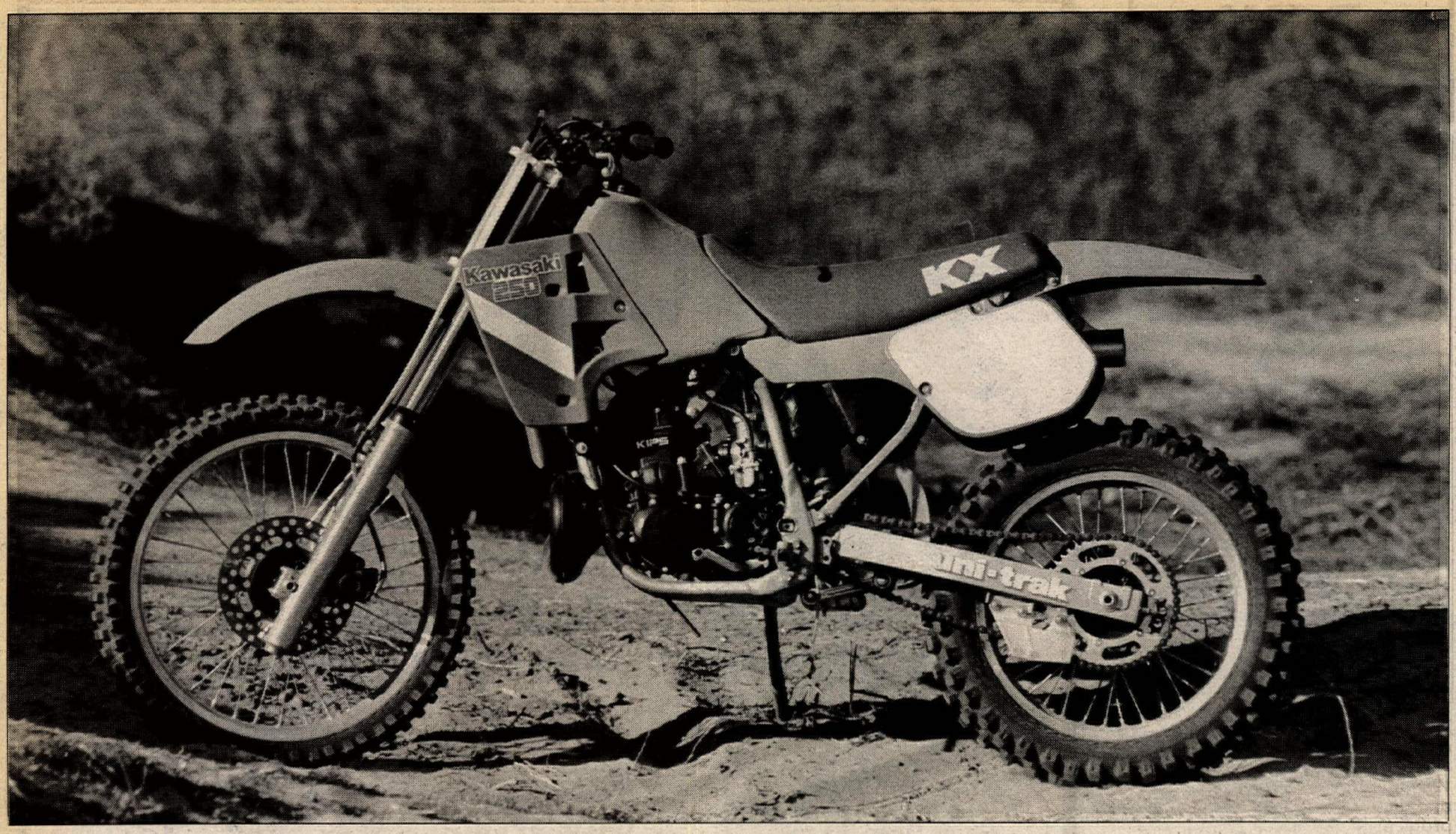
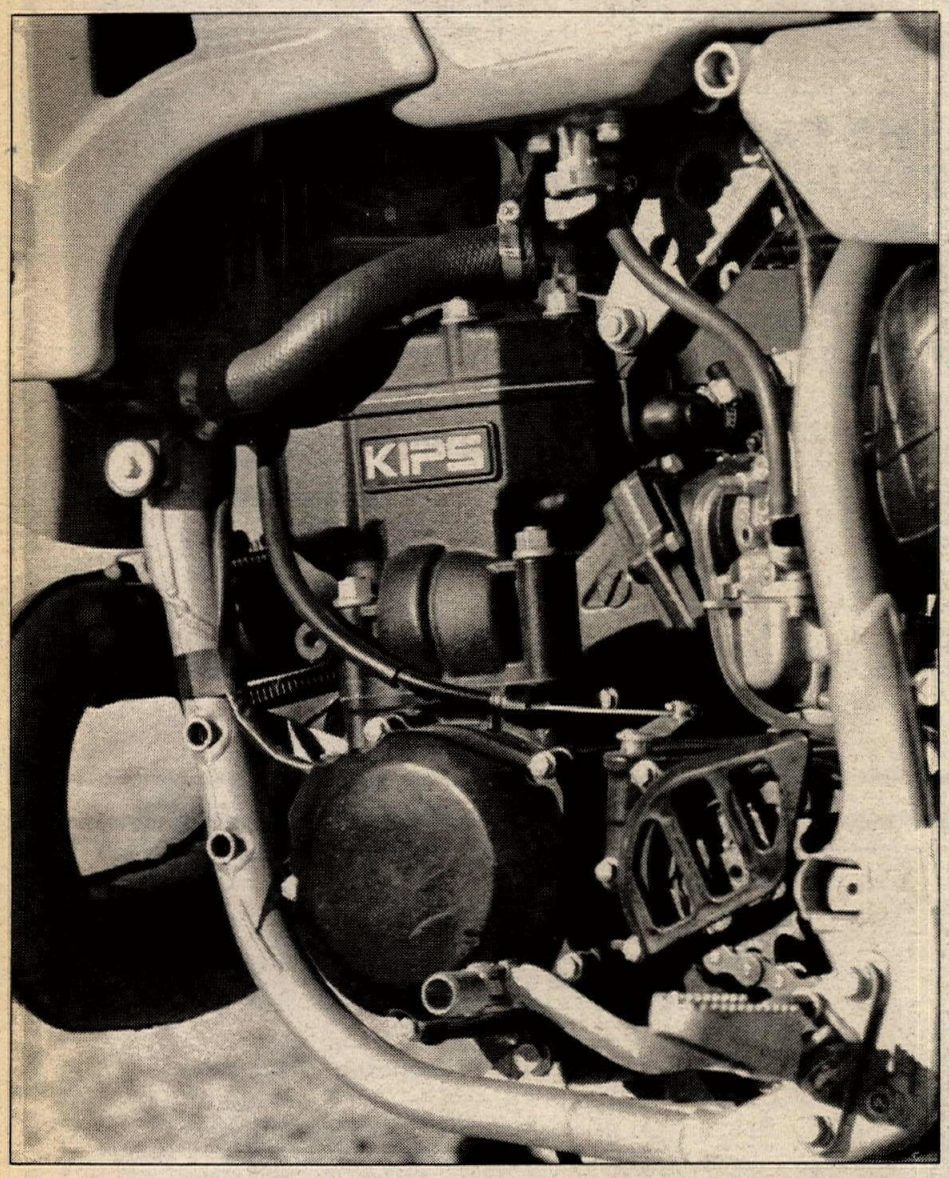
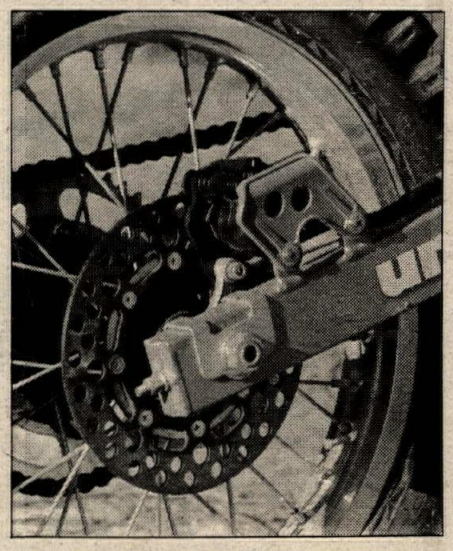


The new frame enables the shock to be mounted lower and farther forward to improve the bike's center of gravity.



The longer-stroke motor features a redesigned Kawasaki Intagrated Power-valve System, resulting in a super torquey powerband.



The rear disc brake is very strong but a tad touchy.

it does have more than enough power on top to get the job done. Although it's still fast at the top of the powerband, the KX isn't a revver.

Since the Kawasaki's motor is so responsive and torquey, it does require precise throttle control in delicate situations, such as jumping and off-camber turns. If you get a little over rambunctious with the throttle, the front end can get away from you over the jumps, or the back end can shoot out to the side without much warning.

The KX can work extremely well on dry and hard-packed terrain. You can take advantage of the Kawasaki's torque by leaving the KX a gear higher through the turns and it will hook up predictably without excessive wheel spin, or bogging.

The KX250 has never been noted for it's great transmission, especially when it comes to the clutch. Last year's KX250 (and the year before that, and . . .) had extremely grabby and rough-working clutches, but 1987 sees the best clutch yet in the KX250. Engagement still isn't the smoothest around but it is much improved, as is clutch lever pull. One finger on the lever can get the job done. Shifting was a little harsh and missed shifts weren't uncommon.

Suspension is also much improved over last year's KX, mostly in the rear. The new Uni-Trak suspension system soaks up smaller bumps much more smoothly than before while maintaining the strength to handle the larger bumps. Stability is the Kawasaki's strong point when it comes to jamming over a rough section of track. The KX is predictable and doesn't play any tricks. The back end is plushier than the old strut-type Uni-Trak during the initial part of the travel, but is strong enough at the bottom of the stroke to keep it from bottoming.

Up front, the Kayaba fork gets the job done adequately. It doesn't quite match the smoothness of last year's cartridge fork on the Honda CR250, but there is less headshake with the Kawasaki.

The Kawasaki's overall handling is good, but it doesn't have that nimble feeling through the turns and over the jumps, when compared to the Honda. In the turns, the KX feels a little sluggish and lazy; the motorcycle is more at home digging through the berms than it is trying to slice its way through an inside line without a berm. The KX also feels a little heavy, despite the narrow layout. Actually, the tank and seat are almost too narrow, making it hard to grasp the bike with your knees to keep it under control through a rough section. But in midflight, the bike's narrow tank does come in handy, making it easy to flick around. Some testers felt the KX acts more like an Open class motocrosser because of its torquey, powerful motor and somewhat sluggish handling.

The Kawasaki's brakes are some of the finest in the business. We had no complaints with the front disc, but the rear brake is still a tad on the touchy side. If there's any traction at all, the rear disc works flawlessly, but when the ground's hard and marbly, it's easy to lock up the rear wheel and stall the motor. When the pads get real hot, the rear brake isn't quite as touchy. There's plenty of power from both brakes to haul in the KX quickly when bringing the bike to a stop when it's topped out in fifth gear.

Kawasaki's latest KX250 is by far the best the company has ever produced, and it rates right up there with the best in its class. This could be the year the Kawasaki dethrones the Honda as best 250cc motocrosser because of its super torquey and powerful motor, good suspension and predictable handling. We have no major complaints with the Kawasaki; the forks could use some tuning up, but the motor is spot on.

As it stands now, the Honda CR250 is in trouble. The Kawasaki KX250 is on the warpath and looking good. ●

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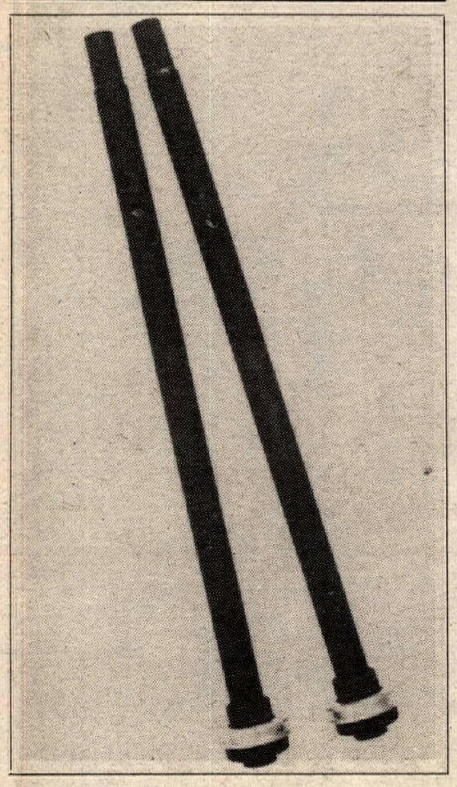
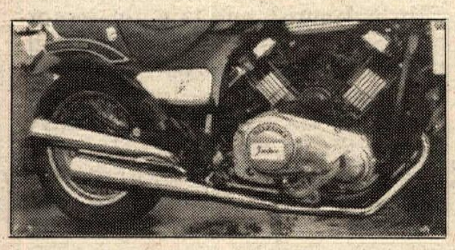
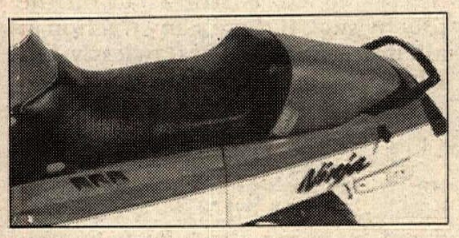


Progressive Suspension has released these Magnum Damper Rods for the Honda XR350s from 1983 through 1985. Progressive Suspension claims that these damper rods will solve the problem of too much compression damping that occurs with the stock damping rods. Progressive Suspension damper rods are made from the highest quality materials and they carry a lifetime warranty. Progressive claims that the rods are easy to install and will improve the handling of the XR350. Priced at $79.95. See your dealer or for more information contact Progressive Suspension, Inc., Dept. CN, 11129 G Avenue, Hesperia, CA 92345, 619/948-4012.



Summit Industries, Inc., has recently released this Jardine four-into-two exhaust system for the 1983-85 Suzuki GLF 1200 Maduras. This system incorporates a right side exit, staggered megaphone design with V-4 cruiser appearance. Suggested retail price $265. See your dealer or contact Summit Industries, Inc., Dept. CN, 1826 Dawns Way, Fullerton, CA 92631, 714/491-0414.



Mike Corbin's Gunfighter saddle for Kawasaki's 1987 Ninja 750 is made of Fibertech, has a Uniroyal naugahyde cover and integrates the original key lock system. The padding is made from cast urethane space foam and is designed to blend in with the Ninja's lines. The Gunfighter saddle is available with color coordinated panels or it can be custom ordered in your own color combinations. Priced at $159. Contact Corbin, Dept. CN, 123-C Lee Road, Box 1562, Watsonville, CA 95077-1562. •

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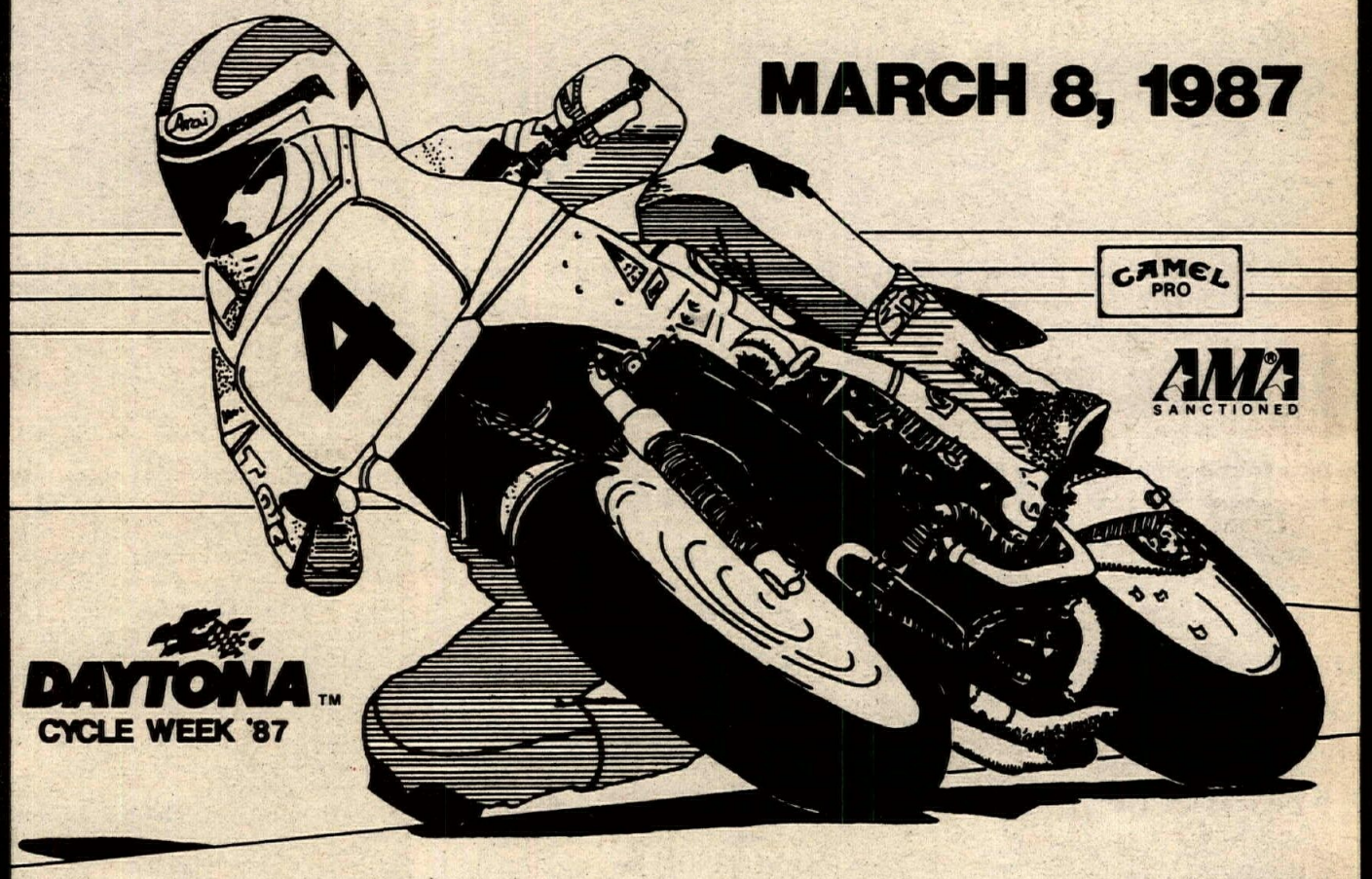

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Charlie Morris, Jr. rode a Suzuki RM250 to the overall win at the Winter Classic Hare and Hound in Soggy Dry Lake, California.

Honda CR500-mounted Dan Ashcraft captured second overall and the Open Expert class win, finishing close behind Morris.

Morris tops Ashcraft at the Winter Classic

By Anne and Tom Van Beveren
Photos by Tom Van Beveren
SOGGY DRY LAKE, CA, JAN. 25

Suzuki-mounted Charlie Morris, Jr. conquered 80 miles of tough, demanding desert terrain to take the win at the 20th Annual D-37 Winter Classic Hare and Hound hosted

by Desert M.C. at Bessemer Mine Road.

Almost 500 racers lined up on the northeast edge of Soggy Dry Lake for the start of the race, and when the banner dropped for the 10 a.m. kick-off, it was Darren Cartwright on a 250cc Yamaha grabbing the holeshot.

Cartwright made short work of the bomb run and was out in front as the leaders funneled through the rocks just past the bomb and headed out towards Victor Pass.

Hard on Cartwright's heels going out into the 36-mile first loop was Duane Summers, who traded his customary 125cc Cagiva for a hybrid Husky consisting of a 430cc motor bolted into a 250 frame. Summers was followed by Open Experts Tom Willis and Mike McDonald, with the first Vet — Dan Dawson, on a 500cc Kawasaki, hard on their heels.

Morris, who recently swapped last year's Husky for a new 250cc Suzuki, was sixth overall at the bomb with Open class rider Dan Smith in seventh. Dan Ashcraft, who now rides a Honda, had his CR500 up in eighth, with Kenny Parry and Ron Shuler, both on open class Yamahas, rounding out the top 10.

Loop one was described by Open Expert Dave Chase as "real tough, and you had to work your butt off. They'd have a tight section where you would work like crazy until you thought your arms were going to fall off, but then they would drop you down to a fast section where you could rest. It was fun, but challenging and very demanding."

Some of the riders, like Gene Saraceno who overalled the Beginner class, came up with novel ways of negotiating the tougher obstacles on the course. "They had a rock waterfall out there that was about six or seven feet high, only we were supposed to ride up it," said Saraceno.

As the riders headed out across the first valley floor on their way to tackle the killer loop, Cartwright soon found his number-one position challenged by Summers. Summers' mongrel Husky was fast and nimble in the tricky cross grain, and was soon hard on Cartwright's tail.

Summers wrung the 430cc engine out and finally managed to slip past Cartwright to take over the lead. But the Husky wasn't in front for long: "I got a flat rear tire," said Summers. "I rode about 10 miles on the flat then the tire just locked up and that was it. I had a good lead then too — I might've won it."

With Summers out of the running, the lead was up for grabs as the course started to turn towards home and ended up back in Cartwright's hands. But after just a few miles, it turned over again when the hard-charging Morris made his move.

After a sluggish start that left him back in sixth at the bomb, Morris wasted no time in launching his attack on the leaders and had his RM250 on the gas in the wide-open sections and pushed to the limit in the tight, technical sections that made up much of the loop.

Morris' determination and consistent riding soon made up ground on the front runners and, after taking him past Cartwright and into the lead, kept him out in front as the riders started their run back towards home check.

Also pushing hard in the early stages of the race were Smith and Ashcraft. Both Dans were hard on the gas in the early running trying to make up for their slow start

One of the fastest climbs up through the ranks in loop one was made by Team Husky's Larry Roeseler. "I got a terrible start," Roeseler said. "I tried to start the bike in gear, but it just wasn't right and I ended up kicking it three or four times before I got it going. I was about 30th at the bomb, so I had a lot of catching up to do."

Also having to catch up was Yamaha 125cc-mounted Eric Hallgath. Hallgath was well back in the pack as the field swept past the bomb but gradually fought his way up into sixth overall.

As the leaders reached pit row for the first time, it was Morris in front with Cartwright, Smith, Tom Willis and Ashcraft close behind. About half a minute back was Hallgath aboard the first 125 to complete the course. Roeseler was close behind Hallgath going into the pits with Kenny Parry's open class Yamaha in eighth overall followed by Mike Alexander, Mike McDonald and Team Honda's Chuck Miller.

Running at the head of the pack at the start of the second loop was Morris. Behind Morris, things were not going well for some of the other front runners. Cartwright was still holding onto second overall when his badly blistered hands forced him to drop out of the running about 10 miles into loop two. Cartwright, whose gloves were soaked with blood, said he just couldn't hold onto the handlebars any longer.

Smith went into the loop in third overall but was forced back to the pits with mechanical problems.

But out in front was smooth sailing for Morris, as he cruised home for the win ahead of Ashcraft.

"It was a fun course — really excellent," said Morris. "There was a really bad rocky downhill on the second loop, and the start of the second loop was confusing, but apart from that it was great."

Ashcraft said, "They had some tight stuff that was really neat — I wish they'd run a whole course like that. The only problem I had was that the clutch on the Honda is really touchy compared to the old Husky and I kept stalling it in the tight stuff."

Third overall went to Tom Willis on his 500cc M-Star. "I got a good start and had a good race," said Willis. "I only got passed by two people the whole race. The bike wasn't handling quite as well today, and I think the tranny is going away, but I still enjoyed it."

Roeseler recovered from his bad start to take fourth overall. Eric Hallgath finished fifth overall and the 125cc class win — 21 places ahead of his nearest rival Michael Heyler. "It was just too fast," said Hallgath, "and there was too much sand — a 125 doesn't like that stuff." Sixth overall went to Kenny Parry, with Downhill Alexander close behind.

Ron Shuler took eighth overall, despite running into some thick dust that made catching up difficult, and ninth overall went to Grant Palenske on a 250cc Honda, with Mike McDonald and Tom Elias hot on his heels.

The first Amateur to cross the finish line was Dave West (12th overall) who ran out of gas about two feet past the checkered flag with second Amateur going to Kirk Kovaleff of the Prairie Dogs M.C. (17th overall). ●

Results

OVERALL: 1. Charlie Morris, Jr. (Suz); 2. Dan Ashcraft (Hon); 3. Tom Willis (M-S); 4. Larry Roeseler (Hus); 5. Eric Hallgath (Yam); 6. Kenny Parry (Yam); 7. Mike Alexander (Yam); 8. Ron Shuler (Yam); 9. Grant Palenske (Hon); 10. Mike McDonald (Kaw); 11. Tom Elisas (KTM); 12. Dave West (Hon); 13. Phil Gargone (KTM); 14. Tom Gargone (KTM); 15. Dan Dawson (Kaw); 16. Craig Rimlinger (Yam); 17. Kirk Kovaleff (Hon); 18. Jim Eveland (Yam); 19. Paul Palmer.

OPEN EX: 1. Dan Ashcraft (Hon); 2. Tom Willis (M-S); 3. Larry Roeseler (Hus).

250 EX: 1. Charlie Morris (Suz); 2. Mike Alexander (Yam); 3. Grant Palenske (Hon).

125 EX: 1. Eric Hallgath (Yam); 2. Michael Heyler (Yam).

VET OPEN EX: 1. Dan Dawson (Kaw).

VET 250 EX: 1. Jim Eveland (Yam).

SR OPEN EX: 1. Don Burch (Yam).

SR 250 EX: 1. Ron Hall (Suz); 2. Earl Shuler (Yam); 3. Al Guzman (Kaw).

SUP SR EX: 1. Earl Roeseler (Hus).

OPEN AM: 1. Dave West (Hon); 2. Kirk Kovaleff (Hon); 3. Abe Baumann.

250 AM: 1. Andy Nelson; 2. Sean Johnson (Hon); 3. Jeff Jackson.

125 AM: 1. Joseph Kraft (Yam); 2. Mike Koncur (Yam); 3. Van Bogardus (Yam).

VET 250 AM: 1. Dan Bernardino (Yam).

SUP SR AM: 1. J.T. Clark (Hon).

OPEN NOV: 1. Chris Hodges (Hus).

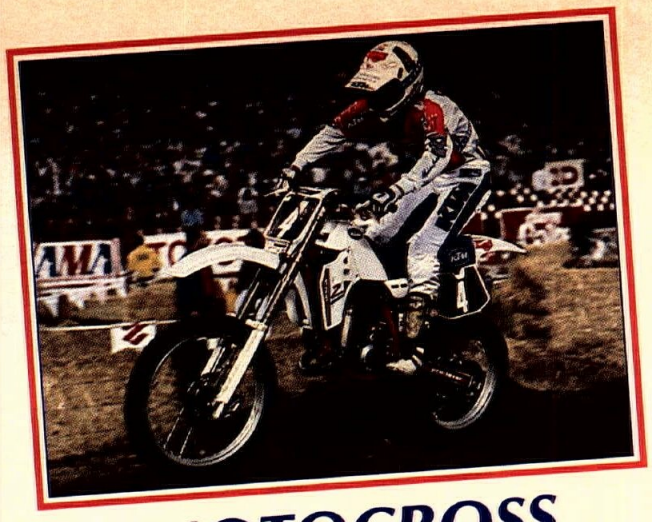
250 NOV: 1. David Sharp (Hon); 2. Steve Morris (KTM).

OPEN VET NOV: 1. Charlie Spellman.

OPEN BEG: 1. Bob Clifton (Hon); 2. Brent Maddish (Hon); 3. Jerry Schumann.

125 BEG: 1. Klinton Karch (Cag).

VET OPEN BEG: 1. Nelson Knapp.



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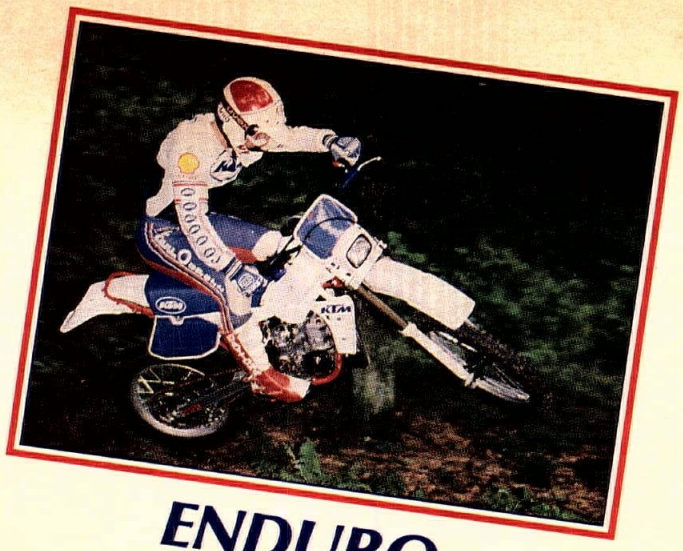

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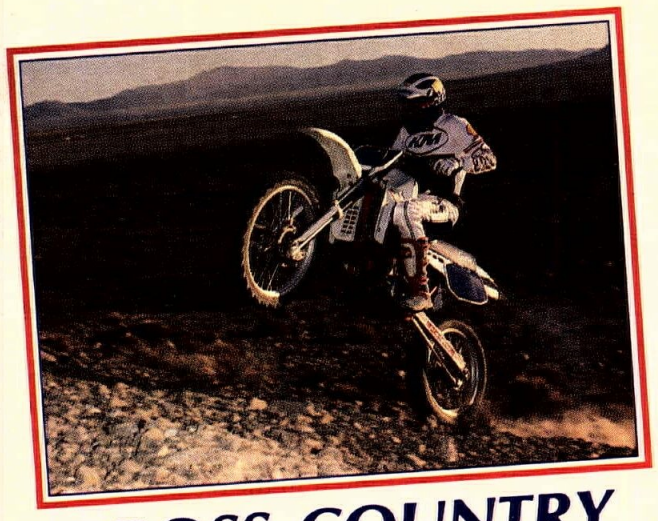
KTM

1987 WORLD CLASS



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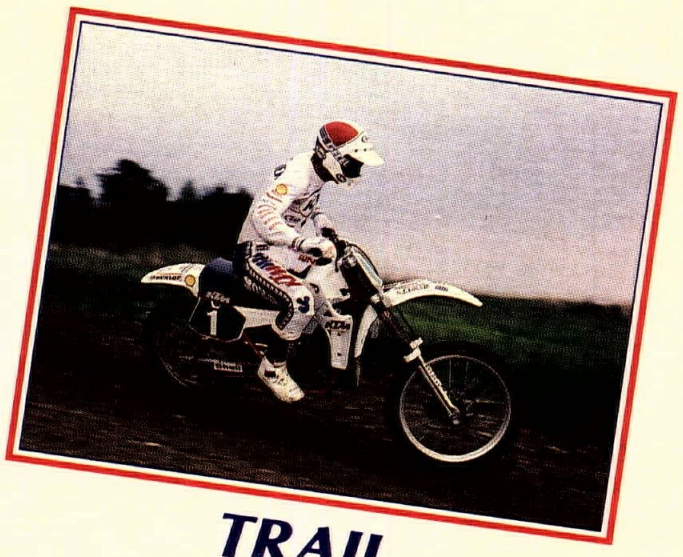

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125 MOTOCROSS

1987 WORLD CLASS ENDURO MACHINES

250 ENDURO State of the Art for Enduro, Cro Country and Trail. Enhanced microprocessor D ital Control ignition. High efficiency Power Va exhaust port. Cross country gearing with posit shifting mechanism. Lighter pull and better act clutch. Improved braking with larger and longer la ing pads and four-piston caliper disc brakes. 3.7 g lon tank with integral radiator scoops and low cen of gravity. Plus many special features like "O" r chain and standard lighting kit.

The KTM 250 Enduro will give all the smoothn and torque possible and slide you over the rough terrain with its improved integrally designed Wh Power suspension system.

350 ENDURO This may be the Enduro, Cro country machine of the 80's. A breed apart incor rating all the best attributes of a middleweight w the advantages of a heavyweight. Loads of smo power and torque. White Power forks and "Su Adjuster" shock both with improved valving. 3.7 g lon tank for great riding range. Plus all the new KTM features.

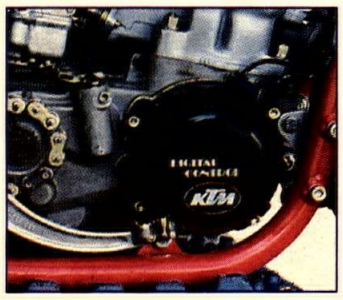
The National Enduro winning KTM 350 Enduro h no peer. It's the ultimate trail machine.

KTM . . . WORLD CLASS MACHINES FOR CHAMPION RIDERS

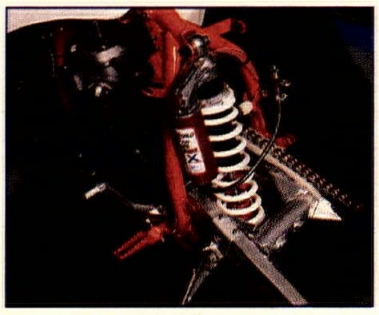
WATER COOLED All KTM engines feature water cooling for uninterrupted power. Nikasil® cylinder of fused nickel, silicon and carbide for a light, abrasion resistant cylinder. Forged piston, reed induction. Highest quality bearings and gears throughout. Meticulously built to the highest standards.

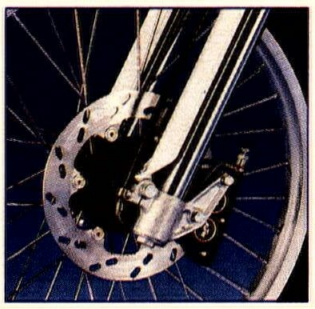
POWER VALVE A brand new feature found on the 125 and 250 machines. The Power Valve, a Power Exhaust Port (PEP) valve, moves in response to the engines RPM's to broaden the power range and increase the horsepower. The Power Valve lever is uncomplicated and designed for ease of maintenance.

DIGITAL CONTROL All KTM's feature solid state CDI Ignitions. The 250's have KTM Digital Control ignitions that feature programmed advances for optimum performance at all RPM ranges. 80 and 125 machines feature the new Motoplat with electronic advance modul. The 350 and 500 have the Motoplat CDI ignition.



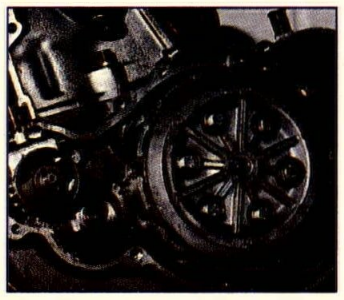
WHITE POWER SUSPENSION KTM offers the only integrally designed suspension system by White Power. White Power 4054 "Upside Down" forks and "Super Adjuster" shock with adjustable compression and rebound damping. New improved valving. White Power is speed and position sensitive for a plush ride without any harshness.





FOUR-PISTON BRAKES New brakes are found on the KTM featuring four-piston calipers. Fully floating front and rear. New larger and longer lasting brake pads for improved heat and fade resistance. More powerful and reliable than ever.

IMPROVED CLUTCH Refined to offer you better clutch response with new organic discs. The lever action has also been improved for a lighter easier pull.



AND MORE REFINEMENTS FOR '87

- **NEW FRAMES** Redesigned for better ergonomics. Lower center of gravity. Lower seat height. Narrower. New quicker steering without sacrificing high speed stability.
- **NEW RADIATORS** Made narrower and better mounted with reinforced rubber and plastic rock protectors.
- **NEW SEAT** Dual-stage seat designed to let you sit lower with a more forgiving ride.
- **NEW ALUMINUM BARS** Strong yet light with less vibration to reduce hand and arm fatigue.
- **NEW AIR BOX** Larger volume with side and rear intakes for efficient breathing optimum air velocity intake.
- **NEW TANKS** Feature a super low center of gravity. Enduro tanks have extra capacity and new radiator protection.

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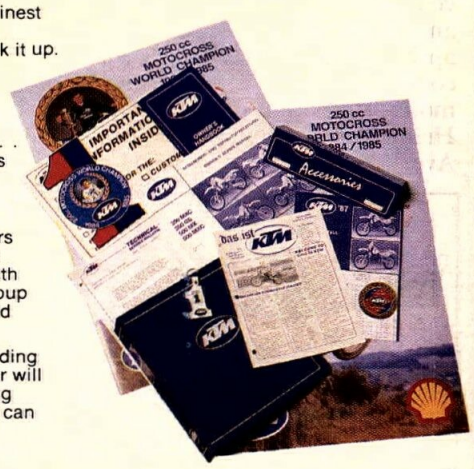
Look into owning and riding a KTM. Your KTM dealer will show you what a winning pleasure owning a KTM can be.



TECHNICAL DATA

	80 MOTOCROSS	125 MOTOCROSS	250 MOTOCROSS	250 ENDURO	350 ENDURO	500 MOTOCROSS
Engine Type:	Water Cooled Single Cylinder Two-Stroke					
Cylinder:	Nikasil®, Reed Ind.	Nikasil® with Reed Induction and Power Valve			Nikasil® with Reed Induction	
Bore/Stroke:	48 x 45.8mm	54.25 x 54mm	67.5 x 69mm	67.5 x 69mm	75 x 78mm	89 x 78mm
Displacement:	82.9cc	124cc	247cc	247cc	344cc	485cc
Horsepower:	24 HP @ 12,000	35 HP @ 9800	48.2 HP @ 8050	48.2 HP @ 8050	N/A	62 HP @ 8050
Transmission:	6-speed	6-speed	5-speed	5-speed	5-speed	5-speed
Gear Ratios:	1-13:37, 2-16:34, 3-13:31, 4-21:30, 5-23:28, 6-24:26,	1-13:32, 2-15:30, 3-17:28, 4-18:25, 5-21:25, 6-20:21,	1-14:28, 2-16:26, 3-18:24, 4-20:22 5-22:21,	1-13:31, 2-16:28, 3-17:24, 4-20:22, 5-26:22,	1-14:35, 2-16:24, 3-18:21, 4-20:19, 5-27:21,	1-14:35, 2-16:24, 3-18:21, 4-20:19, 5-27:21,
Primary Drive:	23/75	20/61	27/71	27/71	29/76	29/76
Final Drive:	14/52 (428)	13/52 (520)	13/52 (520)	14/50 (520 "O" Ring)	14/48 (520 "O" Ring)	14/50 (520)
Tank Capacity:	1.3 gal.	2.1 gal.	2.3 gal.	3.7 gal.	3.7 gal.	2.3 gal.
Carb:	28mm Dell'Orto	35mm Dell'Orto	38mm Dell'Orto	38mm Dell'Orto	38mm Bing	38mm Bing
Ignition:	Motoplat CDI	Motoplat CDI	Digital Control	Digital Control	Motoplat CDI	Motoplat CDI
Frame	Chromium Molybdenum steel tubular frame with redesigned geometry					
Forks:	White power	White power 4054	White power 4054	White power 4054	White power 4054	White power 4054
Fork Travel:	240mm (9.4 in.)	290mm (11.4 in.)	310mm (12.2 in.)	310mm (12.2 in.)	310mm (12.2 in.)	310mm (12.2 in.)
Rake Angle:	27 Degrees	27 Degrees	27 Degrees	27 Degrees	27 Degrees	27 Degrees
Front Brake:	200mm Disc	240mm Disc	240mm Disc	240mm Disc	240mm Disc	240mm Disc
Front Tire:	2.75 x 17 Pirelli	90/90 x 21 Metzeler	90/90 x 21 Dunlop	3.00 x 21 Metzeler	3.00 x 21 Metzeler	90/90 x 21 Dunlop
Rear Suspension	White Power	White Power	White Power	White Power	White Power	White Power
Wheel Travel:	280mm (11 in)	320mm (12.5 in.)	320mm (12.5 in.)	320mm (12.5 in.)	320mm (12.5 in.)	320mm (12.5 in.)
Rear Brake:	100mm Drum	200mm Disc	200mm Disc	200mm Disc	200mm Disc	200mm Disc
Rear Tire:	4.10 x 14 Pirelli	110/90 x 18 Metzeler	120/90 x 18 Dunlop	4.50 x 18 Metzeler	4.50 x 18 Metzeler	130/90 x 18 Dunlop
Seat Height:	840mm (33.1 in.)	950mm (37.4 in.)	960mm (37.7 in.)	960mm (37.7 in.)	930mm (36.6 in.)	960mm (37.7 in.)
Wheelbase:	1240mm (48.8 in.)	1440mm (56.6 in.)	1470mm (57.8 in.)	1485mm (58.4 in.)	1500mm (59 in.)	1500mm (59 in.)
Ground Clearance:	350mm (13.7 in.)	380mm (14.9 in.)	385mm (15.1 in.)	385mm (15.1 in.)	385mm (15.1 in.)	385mm (15.1 in.)
Dry Weight:	59.8 KG. (132 lbs.)	87.9 KG. (194 lbs.)	96.1 KG. (212 lbs.)	96.1 (212 lbs.)	102.9 KG. (227 lbs.)	100.6 KG. (222 lbs.)

Specification subject to change without notice.

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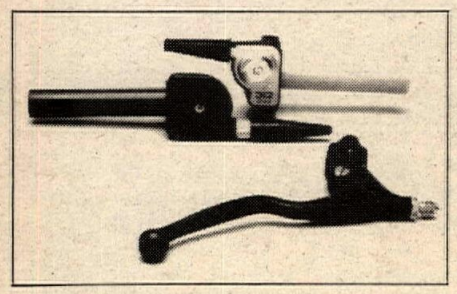
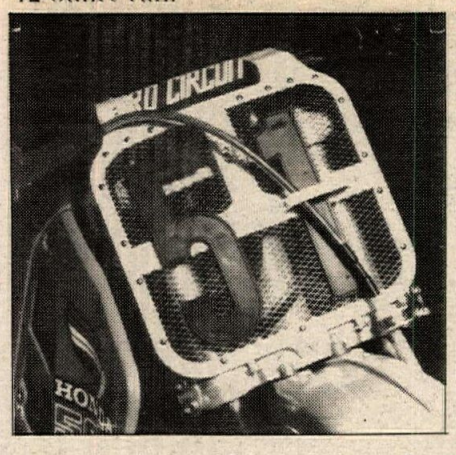
new products

Shoei's Task-5V helmet has a high-tech look with color matched graphics to match the new sport bikes. The Task-5V features kelvar/fiberglass construction, a seven position face shield and forehead air intake ventilation. Meets or exceeds DOT and ANSI standards and is Snell 85 approved. Comes in several color combinations. See your dealer or for more information contact Shoei Safety Helmet Corp., Dept. CN, 2228 Cotner Ave., Los Angeles, CA 90064.



Barnett has added the line of Magura throttles and levers to their selection of accessories for motorcycles and ATVs. The Magura whirl-pull replica throttle features a black aluminum body and a nylon spool and gears. Priced at $12.95. Magura's 312 DUO throttle is designed for MX or enduro use and is priced at $20.95. Magura's super-fast action 314 DUO throttle requires minimal maintenance and is priced at $15.95. Barnett also has the forged aluminum power levers for $18.50. See your dealer or for more information contact Barnett Tool and Engineering, Dept. CN, P.O. Box 2826, Santa Fe Springs, CA 90670, 213/941-1284.

CRC Chemicals has added Siloo Octane Boost to its line of maintenance chemicals. Siloo Octane Boost is formulated to increase the octane rating of pump gas and can protect rings, pistons and combustion chambers from the problems associated with running low octane gas, according to the manufacturer. Comes in a 12-ounce can.



Pro Circuit has this number plate that is styled after the ones used on the factory bikes. The number plate is made of injection molded plastic and features a screen number plate background. The number plate comes complete with a cable guide and is available in red, yellow, white or green. Retail price $19.95. See your dealer or for more information contact Pro Circuit, Dept. CN, 4212 E. La Palma, Anaheim, CA 92807, 714/993-5401.

Arai's F-1 helmet was first introduced in 1986, but the company has made two design changes for the 1987 models. The F-1 now incorporates an adjustable brow vent faceshield that features adjustable air vents cut into the pre-formed faceshield. The second new feature on the F-1 is what Arai claims is an easier and more convenient to use chinstrap. The helmet comes in 12 different colors and designs, including Freddie Spencer, Kevin Schwantz and Fred Merkel replicas; for more information contact your local Arai dealer or write Arai, Ltd., Dept. CN, Box 421, Tenafly, NJ 07670.

National Cycle's SportBike Replacement Windshield for the Yamaha FJ1200 is manufactured to exacting tolerances to insure a precise fit according to National Cycle. The windshield is designed for increased wind protection over the original shield and is made of tinted Lexan which is resistant to breakage according to the manufacturer. The SportBike Replacement Windshield for the Yamaha FJ1200 is priced at $59.95. See your dealer or for more information contact National Cycle, Inc. Dept. CN, 2200 Maywood Dr. Maywood, IL 60153-0158, 312/343-0400. •

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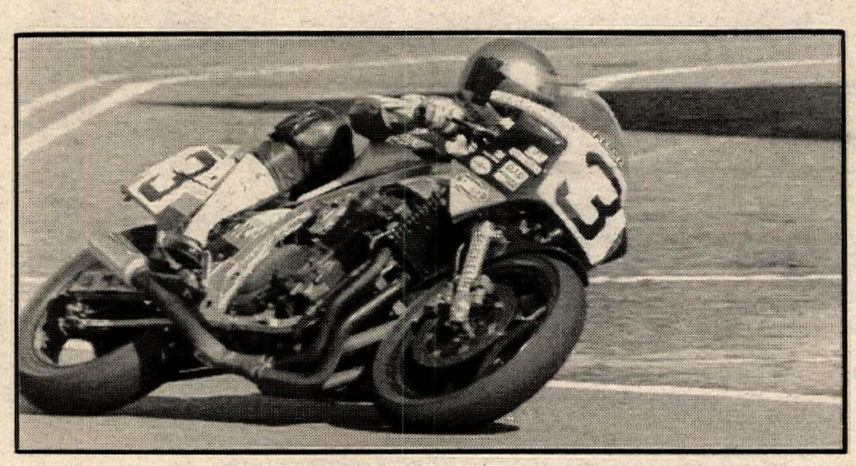

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DONNIE ROWE/TOMMY SLOAN

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Suzuki-mounted Jeff Frisz leads Chris Coleman (554) on his way to the 125cc Semi Pro victory, via a 1-1 tally, at Croom MX.

Vinny Borrollo (66), Robert McElroy (380) and Chris Coleman (554) battle for positions in the 125cc Semi Pro class.

John Reinholt piloted his Yamaha YZ250 to an overall victory in the 250cc Semi Pro win. His nearest rival was Yamaha rider Scooter Stafford.

Fritz, Collins, Reinholt shine at Croom MX

By Athie Sanders

BROOKSVILLE, FL, FEB. 1

T&D Yamaha-backed John Reinholt and John Collins and Suzuki-mounted Jeff Frisz claimed the overall wins in their respective classes, 250cc Semi-Pro, Open Semi-Pro and 125cc Semi-Pro, at the first round of the SuperSports-promoted, Yamaha, Gear Racewear, and Scott-sponsored Florida February Series at Croom Raceway.

The win was more than a happy one for Reinholt and Collins. "Yamaha is the only one paying contingencies, just like they did in the Winter AM. And it is about time I got a first, especially on a Yamaha," said Reinholt.

The day started out with the threat of cold weather, but by noon sunbathers spread out blankets in the pits and enjoyed the Florida rays.

"We were a little worried about the turnout, but I don't think that is going to be a problem," said Bobby West of SuperSports. Two hundred sixty-four riders from 19 states, Canada and Peru participated in the first round of the event.

Yamaha/Gear/Shoei/Faulkner Racing-backed Todd DeHoop and New York's Chris Coleman led a fast charging Jeff Frisz at the start of the first 125cc Semi-Pro moto but not for long. Frisz hauled through the second turn, took the high side of the berm and came out in front of the pack. He soon pulled away to establish an impressive lead, leaving DeHoop to hold off Vince DeVane. DeVane got out of shape, allowing DeHoop some space as Barry Carsten and Robert McElroy moved on by. DeVane charged back around McElroy. His efforts were wasted when he boggled, got underway, then fell again and was unable to kick over his bike. By the time he was back on the gas he was nearly a lap down.

Mike LaRocco worked his way up from a poor start to ride behind Chris Coleman then diced ahead at the end to take fifth.

Suzuki's Ronnie Tichenor could only manage a ninth place finish after a bad start and then problems throughout the moto.

Frisz cruised to the win with DeHoop, Carsten and McElroy following in the distance.

Coleman, aboard his Team Green/PJ1/H-Point/Scott-backed Kawasaki, nailed the lead at the start of moto two with McElroy, Frisz, DeHoop, Jay Mann and DeVane following. Carsten was left behind in a tangle entering the first turn.

Frisz then went wide to charge into the lead, leaving Coleman to hold off McElroy.

DeHoop had his sights set on John Shay and Mann, but went down when his front tire got caught in the loam. He was forced to settle with a disappointing eighth place finish and fourth overall.

A long-faced DeHoop said, "It really upsets me, to get second in the first moto, then just fall and finish so poorly."

Frisz styled to the second moto win as Coleman, McElroy, Kenny Bollmeier and Mann followed in the top five.

Suzuki/Answer/Silkolene/Scott/Bell/Plastic Werks-sponsored Frisz said, "I just rode good today. My bike wasn't even running that good. I am really happy, after all the bad luck I had at the Winter AM."

Scooter Stafford was on the mark at the start of the first 250cc Semi-Pro moto. Tichenor quickly moved into second with John Reinholt and John Skinny following. Stafford pulled away to cruise out front, but Tichenor reeled him in after a few laps. They flew off a jump side-by-side. When they landed, Tichenor was out front for good.

Stafford dropped off the pace but held second as Reinholt, Skinny and Edmund Swearinger rounded out the top five positions.

Reinholt led the pack at the start of the second moto as Tichenor, Stafford and Skinny ran in back of the leader and David Paquette set the pace for the rest of the pack.

Tichenor hit a rut in the whoops and endoed at the end of the second lap. He was unable to finish the moto. Skinny moved ahead of Stafford halfway through the moto and went on to finish second behind Reinholt. Stafford maanged to hold onto third. Mike LaRocco steadily moved up to finish fourth and Swearinger followed in fifth.

Tichenor said, "I wasn't feeling good today. I blew it in the first 125 moto so I didn't even ride the second one. Then just now I couldn't see because of the sun and hit a rut, then just went sideways. Now I really feel terrible."

Ted VanNest claimed the lead at the start of the first Open Semi-Pro moto. John Collins followed right behind, but went down in the third turn. VanNest got loose when their bike connected, and lost his lead to Honda-mounted Tim Ealy. Alan Crum's Honda came out behind the leader leaving VanNest in third.

Crum closed in on the leader with two laps to go. Ealy went high coming off the doubles, Crum went low and ducked to the inside to take over the lead and then the win. Collins, dead last after his fall, worked to pick his way up to finish third behind Crum and Ealy. Stafford, riding most of the moto with shock problems, fol-

lowed to finish ahead of VanNest.

Collins said, "That was a dumb thing to do. I was just trying to take it all at once rather than wait to pass them later. I got a little over anxious."

In moto two Stafford nailed the holeshot and moved away, leaving Collins to follow and unable to close the gap. Crum and Ealy trailed in the distance. Midway through the moto Collins moved in on Stafford, held it on a little longer, and took over the lead. He pulled away to take the easy win. Crum, Ealy and Bob Sorenson followed in that order.

Stafford said, "I had problems with my shock this morning. It faded real bad about three laps into the second moto. I took off at the first of the moto, because I knew those Honda shocks would last longer."

Chris Brown tallied double moto wins in the 85cc (7-11) class. Michael Poury claimed second with his 3-2 moto finishes over third place Mickey Rios.

Justin Jackson kept it out front all the way to take a double moto win in the 85cc (12-15) class. Derek Youngblood and Ryan Dean finished behind him in the first moto. Youngblood held onto second overall and Douglas Conrad edged Dean out of third when he claimed second place ahead of Youngblood in the second moto.

Wes Keenum and Gene Naumec swapped wins in the 125cc B motos, with the overall going to Naumec. Jeff Zimmerman's 4-4 tally netted him third overall.

Randy Heath went home with top honors in the 125cc C class, leaving Matt Scarrett and Kelly Young in second and third, respectively.

Jeff Puterbaugh holeshot and won the first 250cc B moto with Tim Denardis taking a close second. Denardis nabbed the overall win with his second moto win. Puterbaugh finished behind Steve Young in moto two, but maintained second overall ahead of third place Young.

John Grant's 4-1 finishes were good enough for the overall win in the 250cc C class. Jon Heidenthal and Tom Gould claimed second and third.

Puterbaugh holeshot the first 500cc Novice moto, but finished a disappointing 11th. He came back to win the second moto and claim fifth overall. Rick Perry was the overall winner. Robin Frey and Dan Crawford wrapped up second and third.

Alan Crum out-battled John Reinholt in the 25+ class to take the overall win, forcing Reinholt to settle for second.

Woody Strickland took his Kawasaki to a pair of wins in the Senior class. Don Mathiesen netted second after swapping 3-1 moto finishes with third place overall finisher Donald Leddy. ●

Results

125 SEMI-PRO: 1. Jeff Frisz (Suz); 2. Robert McElroy (Hon); 3. Chris Coleman (Kaw); 4. Todd DeHoop (Yam); 5. Mike LaRocco (Yam); 6. Bobby Jay Mann (Kaw); 7. John Shay (Hon); 8. Kenny Bolmeier (Yam); 9. Robert McCullough (Hon); 10. Eric Yarnell (Yam).

250 SEMI-PRO: 1. John Reinholt (Yam); 2. Scooter Stafford (Yam); 3. John Skinny (Yam); 4. Edmund Swearinger (Kaw); 5. Doug Hoover (Hon); 6. Barry Carsten (Yam); 7. Mike LaRocco (Yam); 8. David Paquette (Hon); 9. Eric Yarnell (Yam); 10. Douglas Mitchell (Hon).

OPEN SEMI-PRO: 1. John Collins (Yam); 2. Alan Crum (Hon); 3. Scooter Stafford; 4. Tim Ealy (Hon); 5. Ted VanNest (Hon); 6. Bob Sorenson (KTM); 7. Vival Ingraham (KTM); 8. James Habacker (Hon); 9. Doanld Hautz (Yam); 10. Kenneth Rohn (Hon).

85 7-11: 1. Chris Brown (Kaw); 2. Michael Poory (Kaw); 3. Mickey Rios (Yam).

85 12-15: 1. Justin Jackson (Suz); 2. Derek Youngblood (Yam); 3. Douglas Conrad (Kaw).

125 B: 1. Gene Naumec (Kaw); 2. Wes Keenum (Yam); 3. Jim Zimmerman (Hon).

125 C: 1. Rodney Heath (Kaw); 2. Matt Scarrett (Hon); 3. Kelly Young (Suz).

250 B: 1. Tim Denardis (Yam); 2. Jeff Puterbaugh (Yam); 3. Steve Young (Hon).

250 C: 1. Jon Grant (Yam); 2. Jon Heidenthal (Yam); 3. Tom Gould (Hon).

500 NOV: 1. Rick Perry (Yam); 2. Robin Frey (Yam); 3. Daniel Crawford (Yam).

25+: 1. Alan Crum (Hon); 2. John Reinholt (Yam); 3. Donald Houtz (Yam).

SRS: 1. Woody Strickland (Kaw); 2. Don Mathiesen (Yam); 3. Donald Leddy (Yam).

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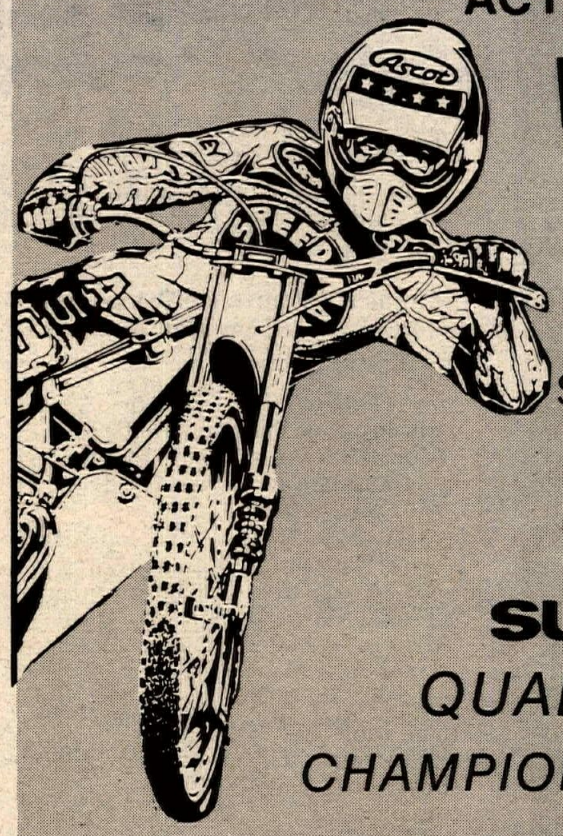

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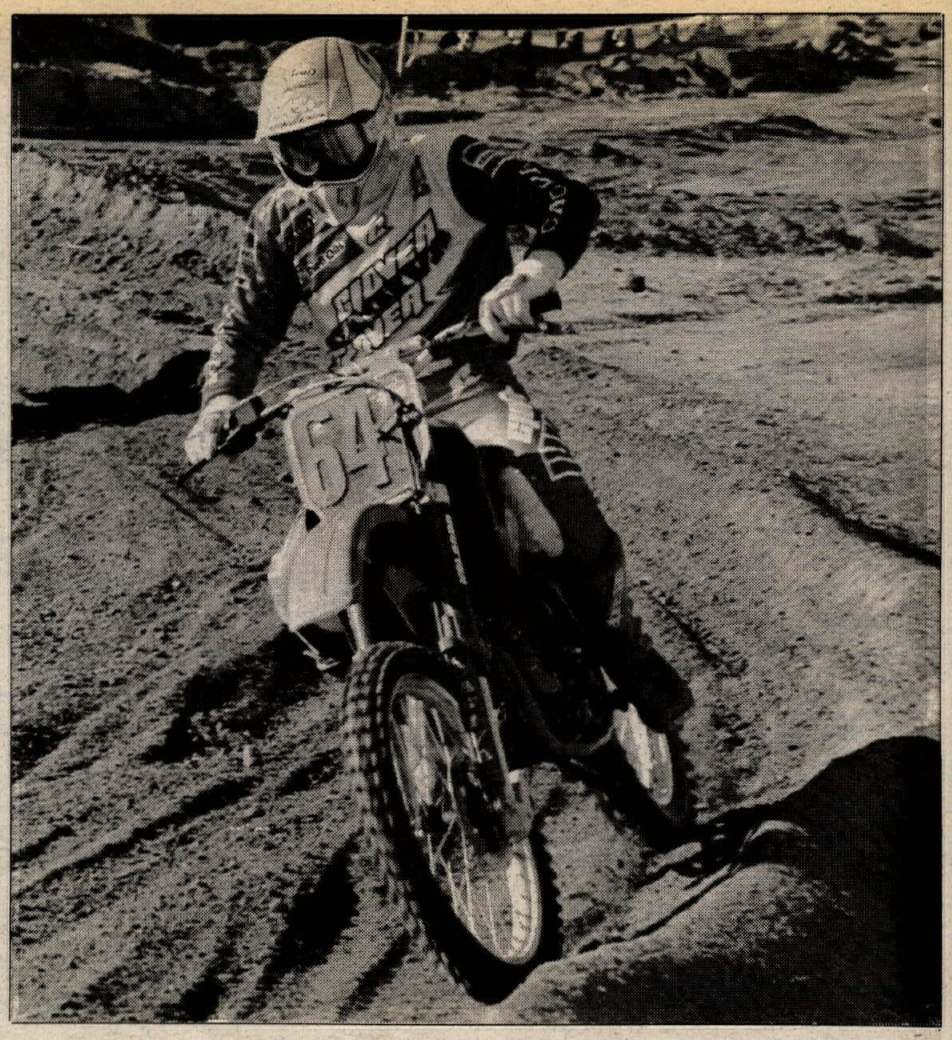
Right On Suzuki

Kawasaki-mounted Dax Billings, from South Dakota, captured the 250cc Junior Division Two class win. Jim Wagoner took second.



England's James Dobb motored his Cagiva to a come-from-behind win in the second 125cc Intermediate Division Two moto for the overall.

CMC/Dodge Truck Golden State Amateur MX: Round 5

Dobb scores at Glen Helen

By Mike Larson
Photos by Ron Gee
SAN BERNARDINO, CA, FEB. 7

James Dobb piloted his Cagiva to a come-from-behind win in the second 125cc Division Two moto to steal the overall victory in Saturday's racing at Glen Helen Raceway.

Dobb finished second in the first moto behind Paul Vlach, then scorched to the front of the pack after a fourth place start in moto two to collect the win and the overall victory.

The 500cc Intermediate class was filled with inconsistent finishes and crashes. Jon Miller put together the day's most consisitent performance, finishing second in both motos to garner top honors. Miller also won the Vet Masters class in a double-moto sweep.

In the 250cc Junior Division One ranks, Jim Kuntz put together a charge in the second moto to pass first-moto winner Tom Hamalainen for the moto win and the overall victory.

Two tracks were used at Glen Helen for this race with the Mini and the Beginner classes using the regular circuit and most of the Juniors and Intermediates racing on a new track utilizing parts of the off-road track and some newly built sections.

Moto one in the 125cc Division Two ranks saw Vlach leading the field through turn one ahead of Vohland, Dobb and Jimmy Lewis, with the top four running in close formation.

On lap two Vlach and Vohland were running side-by-side through the rockers when Vohland got out of shape and bounced off the track and into the banners. By the time Vohland got going again he was well behind the leaders.

Vlach led Dobb around the circuit for the rest of the race, with only a small gap separating them. Vlach took the win with Dobb and Lewis rounding out the top three.

In moto two Vlach again gunned down the field in turn one and powered his Honda out to a quick early lead. Vlach tried hard to stretch out a lead on the next three riders; Kerry Mulligan, Terry Swanson and Dobb, but all three kept Vlach within striking distance.

On lap four Vlach washed out in a sandy turn and Mulligan, Swanson and Dobb all jetted by as Vlach struggled to get going again in fourth. Dobb wasted no time disposing of both Swanson and Mulligan and took over the lead within the lap.

From then on it was an all Dobb show, as he turned on the gas and managed to put some distance on the battle for second between Swanson and Mulligan for the victory. Mulligan snuck by Swanson on the last lap to take over second place. Vlach hung on for fourth and took second overall with his 1-4 tally.

The 500cc Intermediate class had Mark Maynor holding the lead at the end of the first lap in moto one, closely followed by Mike Dunlap. Maynor and Dunlap had a good battle for the lead in the first three laps of the race, then Dunlap shot by Maynor in the hairpin following the table-top. Maynor didn't last long in second place, as a charging Shane Johnson blasted past and set out after the leader.

Johnson wasted no time reeling in and passing Dunlap, then roosted away to a comfortable lead over Dunlap and Craig Davis. Davis was able to take a quicker line through the rockers and bounced past Dunlap and into second.

On lap six Johnson went down in the sandy hairpin that had been giving riders fits all day. Davis assumed the lead and never gave it up finishing ahead of Miller and Dunlap.

The second moto Mike McClain put his 13th place finish in the first moto behind, as he jammed out to an early lead and never looked back taking the moto victory.

Darrin Hoeft was holding down the second place slot when he got into a tank-slapper after the jump leading to the second uphill section and crashed. Hoeft's crash let Miller move into second place which he held to the finish for the overall win.

In the 250cc Junior Division One ranks Hamalainen grabbed the first moto holeshot pursued by Damon Burg and David Emery. Hamalainen was able to stretch out his lead through the rest of the moto as Burg and Emery dropped back. Kuntz put together a good assault as he sliced his way through the pack to finish second behind Hamalainen with Dan Defalco rounding out the top three.

Hamalainen jetted out to the initial lead in moto two, with Kuntz back in fourth place. Kuntz wasted no time getting to the front and reeling in Hamalainen. By lap two he was running right on Hamalainen's rear fender. On the front straight Kuntz pulled alongside Hamalainen and grabbed the faster line as they entered the next corner, blasting by into the lead.

Kuntz had no trouble for the rest of the moto. He held off the challenges of Hamalainen to score the moto win and the overall victory. Hamalainen finished a confortable second for second overall. Third overall went to Gary Sherman with an 8-3 score. •

Results

60cc 0-8: 1. Jason Partridge (Kaw); 2. Chris Wheeler (Kaw); 3. Travis Preston (Kaw).
60cc 9-11: 1. Damon Huffman (Yam); 2. Russ Anderson (Hon); 3. Mike Metzger (Kaw).
80 INT 12-16: 1. Joel Albrecht (Kaw); 2. Ryan Huffman (Yam); 3. Dana Wiggins (Suz).
80 INT 9-12: 1. Damon Huffman (Yam); 2. Craig Decker; 3. Jacob Swain (Yam);
80 JR 9-11: 1. Russ Anderson (Hon); 2. Jason Carroll (Hon); 3. Mike Metger (Yam).
80 JR 12-16 DIV 1: 1. Chris Kerfalas (Hon); 2. Jason Quintana (Suz); 3. Dennis Briggs (Yam).
80 JR 12-16 DIV 2: 1. Joshua Dunn (Yam); 2. Louie Romo (Yam); 3. Jeremy Mc Grath (Yam).
80 BEG DIV 1: 1. Sean Pagel (Suz) 2. Daniel Mc Master (Hon); 3. Mark Desch (Yam).
80 BEG DIV 2: 1. Ace January (Suz); 2. Brian Wilson (Yam); 3. David Russi (Suz).
125 BEG DIV 1: Russel Fox (Hon); 2. Vince Caramilla (Kaw); 3. Jeff Thomas (Yam).
125 BEG DIV 2: 1. Gary Hedding (Kaw); 2. Andy Grider (Kaw); 3. Chris Kawasaki (Kaw).
125 JR DIV 1: 1. Jim Kuntz (Yam); 2. Pat Bennett (Kaw); 3. Raymond Anthony (Hon).
125 JR DIV 2: 1. Brian Peoples (Kaw); 2. Eddie Reed (Kaw); 3. Randy Fleischer (Yam).
125 INT DIV 1: 1. Adam Gallegos (Hon); 2. Randy Moody; 3. Mike Kurzeja (Yam).
125 INT DIV 2: 1. James Dobb (Cag); 2. Paul Vlach (Hon); 3. Rick Simmet (Hon).
250 BEG DIV 1: 1. Chris Brown (Kaw); 2. Jim Neubauer (Kaw); 3. Pat Woodward (Hon).
250 BEG DIV 2: 1. Michael O'Brien (Suz); 2. Jeff Gagnon (Suz); 3. Rodney Skaggs (Hon).
250 JR DIV 1: 1. Jim Kuntz (Hon); 2. Tom Hamalainen (Hon); 3. Gary Sheroman (Hon).
250 JR DIV 2: 1. Dax Billings (Kaw); 2. Jim Wagoner (Kaw); 3. Stan Hase (Hon).
250 INT DIV 1: 1. Eric Browne (Kaw); 2. Tim Whitlock (Hon); 3. Tim Mc Clintock (Yam).
250 INT DIV 2: 1. Tallon Vohland (Kaw); 2. Paul Vlach (Hon); 3. Mike Durbin (Hon).
500 BEG: 1. Scott Shamblin (Hon); 2. Chuck Bagwell (Hon); 3. Jay Spear (Hon).
500 JR: 1. Kenny Daniels (Yam); 2. Jess Ochoa (Hon); 3. Rick Lane (Hon).
500 INT: 1. Jon Miller (Kaw); 2. Mike Dunlap (Yam); 3. Mike Hooker (Hon).
OT JR: 1. Terry Pratt (Yam); 2. Les Oldenbrook (Hus); 3. Tom Bristol (Yam).
OT INT: 1. Robert Fortier (Hon); 2. Ken Feulner (Hon); 3. Ed Smith (Kaw).
OT MSTR: 1. Bob Krah (Hon); 2. Lars Larsson (Hon); 3. Richard Schilling (Hon).
VET JR: 1. Larry Lacey (Hon); 2. Rick Glass (Hon); 3. Kent Reed (Hon).
VET INT: 1. John Caper (Hon); 2. Jim Hale; 3. Chris Burgeson (Yam).
VET MSTR: 1. Jon Miller (Kaw); 2. Mark White (Yam); 3. Russ Daley (Kaw).

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Nolan recently released their new N25 full-coverage street helmet. The N25 features aggressive styling and has the proven "venturi" ventilation system. The helmet has a soft, brushed nylon liner with generous padding in the forehead and cheek areas and has a visor that locks closed in a precision recess to seal off wind and noise. The N25 is available in white, black and red with designer graphics and is priced at $69.95. See your dealer or for more information contact Dyna Tour Corp., Dept. CN, 1944 N. Narragansett, Chicago, IL 60639, 312/637-5049.

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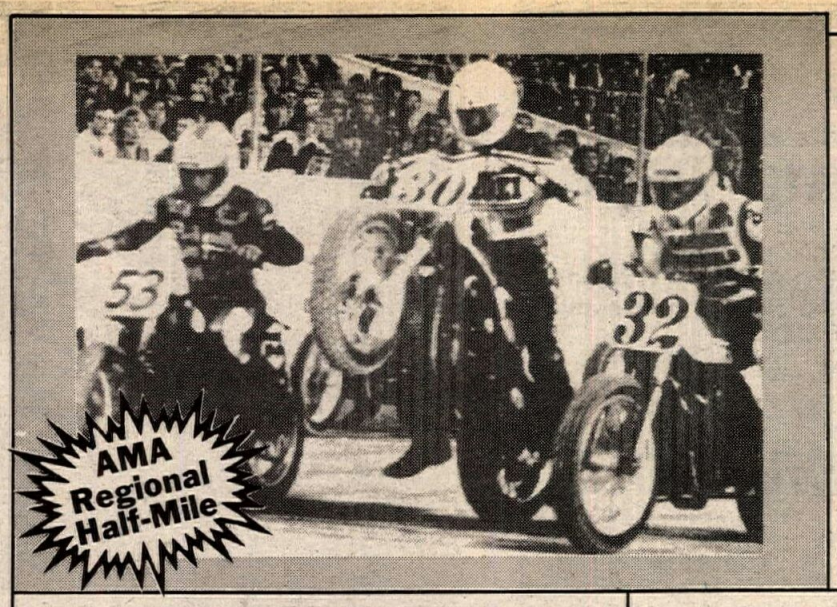

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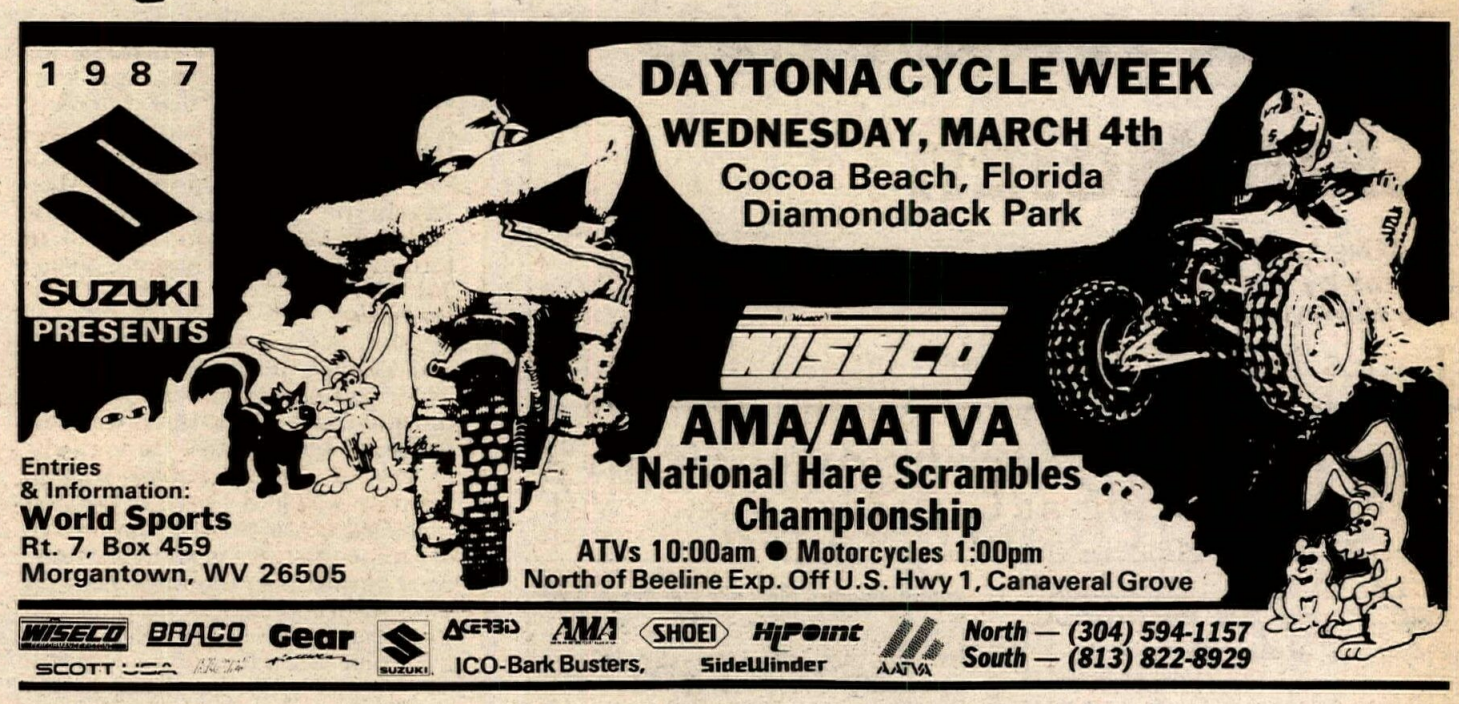

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PHOTO BY GARY CRIDER

Jason Coleman leads the first 250cc B class moto at Sandhills MX. Coleman won the moto, but Eddie Almond (390) took the overall.

Spriggle, Addair top Sandhills MX

By Gary Crider

CHESTERFIELD, SC, JAN. 25

Mark Spriggle came away with perfect scores in the 125cc and Open A classes, while Eddie Addair claimed the 125cc C division with a close match over Chad Lough at Sandhills MX Park. The event was the second round of the 4th Annual AMA-sanctioned Carolina Winter Series.

A good turnout of riders was on hand, despite a weather forecast that predicted a near-100-percent chance of rain with sleet and snow possible. As it turned out, the rains held off until the second half of the program. Traction was never a problem as the track here is sandy.

Spriggle romped to an easy pair of moto victories in 125cc A class action over Glenn Addair. Virginia's Addair said, "The weather was so bad when we left home that I had decided that I wouldn't ride. But once we got here, the track and the weather looked fine. So I borrowed a bike and raced."

In the opening 250cc Open A moto, Spriggle chased Robby Neeley until the halfway mark when Neeley crashed. Barr/Scott-supported Spriggle went by for the win and said, "I was just trying to hang on and not let Neeley get away. Finally he made the mistake I was hoping for." Spriggle came back in moto two and led Neeley all the way to the finish.

The 125cc C class saw two motos of close racing between Virginians Eddie Addair and Chad Lough. The pair swapped the lead back and forth in moto one, but E&H Racing's Lough was first at the flag.

Bare Brother-backed Addair holeshot the second moto, but after a few laps, Addair found Lough breathing down his neck. Their dice heated up in the final laps, but Addair kept his cool and won in a near photo-finish to claim top honors. Addair's win gave him the class point lead over Nicky Rowe. Rowe was third in moto one, but DNF the second.

Tommy Williams topped the 250cc C class via his 2-1 score and inherited the series point lead over Rick Lewis. Lewis posted a 5-DNF for the day.

The 125cc Youth division first moto featured a good battle between Trey Phillips and Bryan Rice. Phillips showed the way in the opening laps, but on lap three Rice was on the gas and took the lead. Rice led with Phillips latched to his rear fender until the eight-minute mark in the 15-minute moto when Rice went down on a rutted straight. Phillips held on for the win over Rice.

PJ-1/Krause-backed Phillips led all the way in moto two, netting a perfect score, while Rice was slowed by a pair of spills. Rice managed a second place finish and still trails Phillips in the point race.

The rain-drenched second moto of 250cc B action saw Jason Coleman surrender the lead and the overall to Eddie Almond. Coleman still holds his series point lead over Almond, however.

Joel Grant topped the 125cc B division over William Mutimer and Coleman. Grant and Coleman are now tied for the series point lead.

Results

65 MINI: 1. Chuck Shirley (Kaw); 2. Richie Horton (Kaw); 3. Shane Berryhill (Kaw).
JR MINI: 1. Chuck Shirley (Kaw); 2. Gran Jefferson (Kaw); 3. Patrick Greer (Kaw).
SR MINI: 1. Stacey Barnett (Kaw); 2. Jamie Hacking (Kaw); 3. Tracey Barnett (Kaw).
125 YTH: 1. Trey Phillips (Kaw); 2. Bryan Rice (Hon); 3. Ned Blackwelder (Kaw).
125 C: 1. Eddie Addair (Hon); 2. Chad Lough (Suz); 3. Jack Wright Jr. (Hon).
250 C: 1. Tommy Wiliams (Yam); 2. Mark Parrish (Hon); 3. Layton Gwinn (Hon).
125 B: 1. Joel Grant (Kaw); 2. William Mutimer (Yam); 3. Jason Coleman (Hon).
250 B: 1. Eddie Almond (Kaw); 2. Jason Coleman (Hon); 3. Johnny McCoy (Kaw).
OPEN AM: 1. Tim Huffman (Kaw); 2. Dan Gregory (Yam); 3. John Blakely (Hon).

PHOTO BY LEN BREECH

Robert Huston (left) and Eric George were honored at Trail-Way Speedway's Awards Banquet.

SR 30+: 1. Walter Stephens (KTM); 2. Brad Chase (Hon); 3. Raymond Dawson (Yam).
125 A: 1. Mark Spriggle (Hon); 2. Glenn Addair (Hon); 3. Robby Neeley (Kaw).
250/OPEN A: 1. Mark Spriggle (Hon); 2. Robby Neeley (Kaw); 3. Gerald Greene (Yam).

Huston, George honored at Trail-Way Banquet

By Len Breech

CAMP HILL, PA, JAN. 17

Led by double Expert class winners, Robert Huston in motocross and Eric George in short track, Trail-Way Speedway honored competitors at their 14th Annual Awards Banquet, held this year in the spacious Penn Harris Inn and Convention Center. While most of the 120 trophies went to the flat trackers and motocrossers, awards also went to top point getters in mud bog and enduro stock car classes that also compete at the Trail-Way.

While no official Rider of the Year award was presented this year, George and Huston would have shared the honor. Huston was the only motocrosser to win two classes, taking the always competitive 250cc A and Open A classes, by almost double the points of the runner-up in both classes, Michael Moore.

George just edged out Dale Gingrich to take the 250cc class, while he had a large cushion over runner-up Rob Majeski in the 500cc Expert division. In addition to that, he finished second to older brother Max in the 750cc Expert class despite competing in it for only the second half of the season.

Other double class short track winners were Randy Shank in the 55 and 60cc classes, Randy Texter winning the 250 and 500cc Pro classes, and Joe Heberling taking the 500cc Amateur and Senior classes.

Results

SHORT TRACK
55: 1. Randy Shank (70).
60: 1. Randy Shank (22).
90 EX: 1. Georgie Price (37).
125 EX: 1. Mike Varnes (48).
250 EX: 1. Eric George (169); 2. Dale Gingrich (164); 3. Georgie Price (110).
500 EX: 1. Eric George (166); 2. Rob Majeski (106); 3. Eric Buckwalter (102).
750 EX: 1. Max George (72); 2. Eric George (61); 3. Joe Gately (51).
250 PRO: 1. Randy Texter (36).
OPEN PRO: 1. Randy Texter (86); 2. Paul Crumling (42).
90 AM: 1. Kevin Varnes (86); 2. Mike Sponseller (80).
125 AM: 1. Mike Sponseller (105); 2. Jeremy Himmelwright (66); 3. Gary Foard (56).
250 AM: 1. Dave Lesnick (182); 2. George Fultz (174); 3. Ben Machamer (165).
500 AM: 1. Joe Heberling (207); 2. John Winsett (124); 3. Jerry Hash (119).
SR: 1. Joe Heberling (111); 2. Joe Gately (88); 3.Wayne Franklin (75).
MOTOCROSS
55: 1. Catfish Herve (51).
60: 1. Pierron Reasner (84).
85 SR A: 1. Stever Herman (90).

PHOTO BY BILLY DUKES

Roy Schellenberger won the 125 and 250cc Intermediate classes at the Texas GNC.

125 A: 1. Gary Hoke (84); 2. Mickey Pentoney (60).
250 A: 1. Robert Huston (119); 2. Michael Moore (62); 3. Randy Rudisill (62).
OPEN A: 1. Robert Huston (118); 2. Michael Moore (60).
SR A: 1. Bart Lucas (24).
SR B: 1. John Stackus (58).
SUP SR: 1. P.H. Reasner (71).
WOODS: 1. Scott Cooney (42).
85 SR B: 1. Kyle Lamparter (69); 2. Lee Schmelyun (66); 3. Charles Mooris Jr. (63).
125 B: 1. Steve Owings (83); 2. Rodney Yentzer (47); 3. Tim Beimisderfer (43).
125 C: 1. David Allan (78); 2. Dan Gladfelter (55); 3. Larry Miller Jr. (39).
250 B: 1. Raymond Slothour (80); 2. Eric Snider (54); 3. James Hergenroeder (51).
259 C: 1. Bradley Washer (48); 2. Chuck Barnes (43); 3. Derek Huzzy (36).
OPEN B: 1. Robert Nolt (74); 2. Michael Wolfe (68); 3. Kevin Laudenslager (52).

Dement dominates Texas GNC MX

By Larry Hughes

CONROE, TX, JAN. 10-11

Jeff Dement and Roy Schellenberger scored a combined 14 moto wins during two days of racing at the GNC Texas State Championship in Conroe. Dement cruised to six moto wins for the weekend, with victories in both motos in the Mini Stock 7-11, Mini Junior, and Mini Mini classes. Schellenberger snagged wins in the 125cc Intermediate, 125cc Stock Intermediate, 250cc Stock Intermediate and 250cc Intermediate classes.

Steve Olson gave Dement some competition in the Mini Junior class. Olson hung on to Dement's rear fender in the second moto for about four laps, then Dement finally broke away and motored to the victory.

In big bike competition Schellenberger was totally dominant, leading every lap but one en route to his eight moto wins.

Some of the best racing came in the 125cc Intermediate class where 15-year-old Schellenberger smoked the competition. The race behind him was furious, with Jim Mortin, Jeff Kline and Matt Chapa dicing in both motos for second. In moto one Chapa had second place secured until he pulled off on the white flag lap, letting Mortin by for second.

In moto number two the trio of Mortin, Kline, and Chapa switched places half a dozen times, and finally Kline emerged in second behind Schellenberger at the flag, followed closely by Mortin and Chapa.

Schellenberger had no problem adjusting to his 250, as he won both the Intermediate and Intermediate Stock classes. However, in moto two of the Stock class Charlie Brown looked like he was going to pull off an upset, but after one lap Schellenberger made his one and only pass of the weekend, then pulled away to his usual lead.

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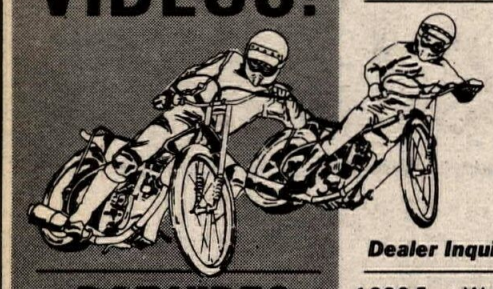

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PHOTO BY TERRY REZEK

Frank Singer piloted his Honda to the 250cc Intermediate class victory at Los Angeles County Raceway.

day came in the 250cc Expert class. James Prasifka took the holeshot in the first moto with Willie Phee, Billy Whitley, and Darryl Willis in close formation behind. Soon Prasifka opened up a small lead, Whitley got around Phee and Dave Shade had moved up on Phee.

Shade was on the gas, passing Phee, then Whitley halfway through the moto. Prasifka held off a charging Shade at the finish by a narrow margin. Whitley came in third after crashing.

Whitley came off the line first in the second moto, this time it was Jay Riveria, Phee and Willis in behind, Prasifka and Shade were last and next to last. Whitley quickly opened up a small lead and Phee moved into third. Whitley continued to ride smooth and stretched out his lead; Shade moved into second over Phee. Whitley's lead was shortened a little by Shade, but not enough to challenge for the lead. Whitley cruised across the finish line in first ahead of Shade and Phee.

Results

MINI MINI: 1. Jeff Dement (Kaw); 2. Clint Latham (Kaw); 3. Brian Oestrick (Kaw).
MINI BEG: 1. Jason Edwards (Kaw); 2. Tim Shaffer (Kaw).
MINI STK 7-11: 1. Jeff Dement (Kaw); 2. Steve Olson (Yam); 3. Clint Latham (Kaw).
MINI STK 14-16: 1. Tim Hodes (Hon); 2. Jason Krempin (Kaw); 3. Tim Shaffer (Kaw).
MINI SR: 1. Tim Hodes (Hon); 2. Jason Krempin (Hon); 3. Sean Humphreys (Yam).
125 NOV: 1. Steve Hester (Kaw); 2. Jeremy West (Hon); 3. Derrick Sims (Kaw).
60 BEG: 1. John Hanner (Kaw); 2. Jeff Covington (Kaw); 3. Victor Aden (Kaw).
MINI JR: 1. Jeff Dement (Kaw); 2. Steve Olson (Yam); 3. Clint Latham (Kaw).
MINI STK 12-13: 1. Colin Edwards (Yam); 2. Willie Bowden (Hon); 3. Michael Lord (Hon).
MINI INT: 1. Colin Edwards (Yam); 2. Willie Bowden (Hon); 3. Michael Lord (Hon).
MINI OPEN: 1. Tim Hodes (Hon); 2. Colin Edwards (Yam); 3. Willie Bowden (Hon).
125 STK NOV: 1. Steve Hester (Kaw); 2. Jerry Norwood (Kaw); 3. Paul Pennington (Hon).
125 INT: 1. Roy Schellenberger (Yam); 2. Jim Mortin (Hon); 3. Jeff Kline (Hon).
250 NOV: 1. Ron Prince (Yam); 2. Derrick Sims (Kaw); 3. John Mitchell (Yam).
250 INT: 1. Roy Schellenberger (Yam); 2. Ricky Lester (Hon); 3. Ken Clingon (Kaw).
250 STK NOV: 1. Mark Hughes (Kaw); 2. Todd Hoover (Kaw).
OVER 30: 1. Charlie Brown (Hon); 2. Thomas Slough (Suz); 3. Steve Porkhurst (KTM).
OPEN: 1. Ricky Lester (Cag); 2. Greg Dust (Hon); 3. Derrick Sims (Kaw).
125 EX: 1. Jerry Surber (Suz); 2. Billy Whitley (Kaw); 3. Scott Thomas (Yam).
250 EX: 1. Billy Whitley (Kaw); 2. Dave Shade (Kaw); 3. James Prasifka (Kaw).
125 STK INT: 1. Roy Schellenberger (Yam); 2. Tyler Larson (Yam); 3. Matt Chapa (Kaw).
250 BEG: 1. Brant Smith (Suz); 2. Steve Neesly (Yam).
250 STK INT: 1. Roy Schellenberger (Yam); 2. Ken Clingon (Kaw); 3. Charlie Brown (Hon).
OVER 25: 1. David Good (Hon); 2. Greg Dust (Hon); 3. Bob Stopler (Hon).
OVER 30 MASTERS: 1. Chuck Heath (Hon); 2. Paul Burnett (Kaw); 3. Billy Boyd (Hon).

Stueve takes two wins at Prairie Lake Ice Race

By Paul Hayes

MARSEILLES, IL, JAN. 25

After the first two scheduled races of the Variety Riders M.C.-sponsored ice races were canceled due to unseasonably warm weather, the District 17 Ice Race Series finally got underway at Prairie Lake Lodge.

Jack Stueve made his trip to the races worthwhile. The Midwest Yamaha-Honda/Yamaha of River Oaks/Oury Grip USA/Gem Products-sponsored rider never saw the back of any rider. He led every lap he raced, taking overall honors in the Open and Senior classes.

Stueve led all six laps in the second Open heat race. Dave Shumway moved into the second slot on the second lap and finished in that position.

The first Open heat saw Tom Jacobs taking the checkers first after leading the whole race. Jeff Carner and Dave Kerwell had a battle of the Huskys for second. Carner gained control on the last lap to claim the runner-up spot.

In the final it was Stueve out front from start to finish. Behind him came

Jacobs, who spent the entire race in second. Nick Crisman moved into third place on the last lap, bumping Shumway to fourth.

In the first Senior heat, Stueve had just pulled off the track after his Open heat win, but he led the field to the checkered flag. Mike Dugan moved into second place on the second lap to claim that spot.

Tom Jacobs topped the second Senior heat race with a wire-to-wire win. Greg Joop finished second.

Stueve got his usual holeshot in the final and ran away to his second victory. Dugan had a race going with Shumway, but with two laps to go Dugan took second for good with Shumway taking third.

Tom Norris had his Can-Am hooked up in the 200cc class. He led every lap in both the heat race and the final. Dan Brown hounded Norris in both races, but came up short in both outings. Brent Danneberg made his move on the fifth lap in the final to take third.

Results

MINI: 1. Greg Schenk; 2. Casey Rick.
200: 1. Tom Norris; 2. Dan Brown; 3. Brent Danneberg.
250: 1. Andy Hinterlong; 2. Allan Richards; 3. Greg Richards.
OPEN: 1. Jack Stueve; 2. Tom Jacobs; 3. Nick Crisman.
SR: 1. Jack Stueve; 2. Mike Dugan; 3. Dave Shumway.
PRO: 1. Charlie Jacobs; 2. Greg Joop; 3. Jeff Carner.
SIDECAR: 1. Dennis Shumway/Andy Hinterlong; 2. Ron Bernard/Nick Crisman.

Holt hauls at LA County MX

By Terry Rezek

PALMDALE, CA, JAN. 25

The California Racing Club tried a new format this Sunday at Los Angeles County Raceway — a Vintage class. This class was open to anyone with a bike made in 1974 or earlier. This format proved entertaining and will be repeated once a month for the next three months.

Tony Pulliam scored the win in the inaugural Vintage class race, while Tim Holt took the 125cc Pro victory.

Pulliam showed that he had no trouble riding a bike with just three inches of suspension. Pulliam won both Vintage class motos in come-from-behind fashion. The race had some Honda 250cc Elsinores, two CZs, a Yamaha, and a '71 Bultaco. Bob Alvis had one of the Hondas and took both holeshots with Dan Hall not far behind. Pulliam was slow off the line on a 1971 Yamaha, but once rolling, he moved the little Yamaha quickly through the ranks. Pulliam moved right on by Hall and Alvis to snag both wins. Hall followed for second.

In the 125cc Novice wars, Tony Qualls took the moto one lead in midrace and went on for the win followed by his usual nemisis, Mike Crosby, and transitioning 80cc rider Bubba Erickson. Qualls got the holeshot in moto two, but went down hard in the middle of the lap. Erich Broesel, who had crash problems in moto one, moved steadily up to the lead and took the moto win, but was too far down in the total to place. Erickson came in at second and posted the best total to take the overall. Qualls was able to work his way back to fifth at the end. That was good enough for second overall.

Jeff Barbacovi returned to riding after a three-year injury induced layoff and promptly showed that he remembered how to read start gates. Barbacovi took the holeshot in both motos of the combined Intermediate and Pro race. In moto one, another 125cc Intermediate, Scott Murphy shot by soon after turn two and led until 125cc Pro Holt worked his way through all the Intermediates and took the lead on lap four. Holt went on for the win and Murphy followed him in for first Intermediate.

In moto two, Holt was off the line right behind Barbacovi and shot past in turn two for the lead. Holt won again for first overall Pro and first 125cc rider while Murphy also repeated for the 125cc Intermediate overall. Robbie Brand and Frank Singer swapped moto wins with Singer getting the second win and the overall 250cc Intermediate win.

Newcomer Brett Dailey won the 125cc Beginner class, leading wire-to-wire in moto one and moving quickly from second at the start to the lead and another win in moto two. Kurt Prather survived a traumatic series of setbacks in moto one of the 250cc Beginners to take the moto win, followed by Dan Augino and Rocky Sifman. Augino led off moto two, but Sifman eventually got by for the win and the overall with Augino getting second overall. Chris Leiker also had a pair of seconds in the 250cc Novice event for first overall.

Results

PEE WEE A: 1. Robby Hammond (Yam).
PEE WEE B: 1. Matthew Pickering (Yam); 2. Gus Vouniozos (Yam); 3. Dennis Wyman (Yam).
60 0-8: 1. Robby Hammond (Kaw); 2. Matthew Pickering (Kaw); 3. Jay Theys (Kaw).
60 9-11: 1. Pablo Lara III (Kaw); 2. Joe Hicks Jr. (Kaw).
80 STK BEG: 1. Dane Broesel (Kaw); 2. Owen Dickson (Yam); 3. Donald Upton (Kaw).
80 STK NOV: 1. Jimmy Chamberlin (Kaw); 2. Nick Mairose (Hon); 3. Chad Farran (Hon).
80 STK EX: 1. Steven Kotajarvi (Kaw); 2. Bubba Erickson (Suz).
80 MOD NOV: 1. Nick Mairose.
VET BEG: 1. Jerry W. (Kaw); 2. Stepan Thelian (Suz); 3. Glen Welsh (Yam).
VET NOV: 1. Randy Anderson (Yam); 2. Bob Arellano (Hon); 3. Bob Adams (Hon).
VET INT: 1. Bob Alvis (Hus); 2. Ken Renaux (Hon).
VET EX: 1. Robert Temple (Hon); 2. Jef Harriott (Kaw); 3. Jim Draves (Hon).
VET SR BEG: 1. Dennis Zumwalt (Yam).
VET SR INT: 1. Jim Keeton (Hon).
VET SR EX: 1. Bob Dahlgren (Hon); 2. Peter Dill (Hon).
WOMEN NOV: 1. Tina Zahrt (Hon); 2. Angie Sellers (Hon); 3. Ruthann Renaux (KTM).
125 BEG: 1. Brett Dailey (Hon); 2. Rich Powell (Suz); 3. Jamie Morgaridge (Suz).
125 NOV: 1. Bubba Erickson (Suz); 2. Tony Qualls (Hon); 3. Kenny Arndt (Suz).
125 INT: 1. Scott Murphy (Hon); 2. Duane Benner (Hon); 3. Tony Bienert (Hon).
125 PRO: 1. Tim Holt (Kaw).
250 BEG: 1. Rocky Sifman (Suz); 2. Dan Augino (Hon); 3. Kurt Prather (Suz).
250 NOV: 1. Chris Leiker (Yam); 2. Will Dickson (Yam); 3. Dennis Urban (Kaw).
250 INT: 1. Frank Singer (Hon); 2. Robbie Brand (Yam); 3. Guy Deckert (Suz).
250 PRO: 1. Paul Villa (Hon); 2. Murray Shackleford (Suz).
500 BEG: 1. Ron Gilbert (Hon); 2. Bryan Oliver (Hon); 3. Chuck Fogelman (Yam).
500 NOV: 1. Mike Sullivan (Hon); 2. Jeff Hores (Hon); 3. Tom Smith (Hon).
500 INT: 1. Scott Martin (Yam).
500 PRO: 1. Eric Wicker (Hon).

Leach doubles at Albany SX

By Clay Light

ALBANY, OR, FEB. 1

Track manager Bob Leach rode to impressive double class wins at the Albany supercross during Motocross Northwest-sanctioned Winter Series action. Leach swooped up both 250cc B contests and later wrapped up the 30-40 Pro class victory after posting 1-1 rides.

Heavy rains and 45 mph winds brought out the serious, die-hard racing enthusiasts for today's program. Eighteen riders lined up for a combined 80cc B/C class which saw Washington speedsters Rich Browning and Jon Kuebler pushing their Hondas to the head of the field followed by Oregon's Travis Berry. The duo of Browning and Kuebler claimed the 1-2 spots, while C portion victor Berry, Chris Patterson and Mel Stanerson filled out the top five at moto's end.

The second time out, Browning and Kuebler used their Washington sand experience to again nail down

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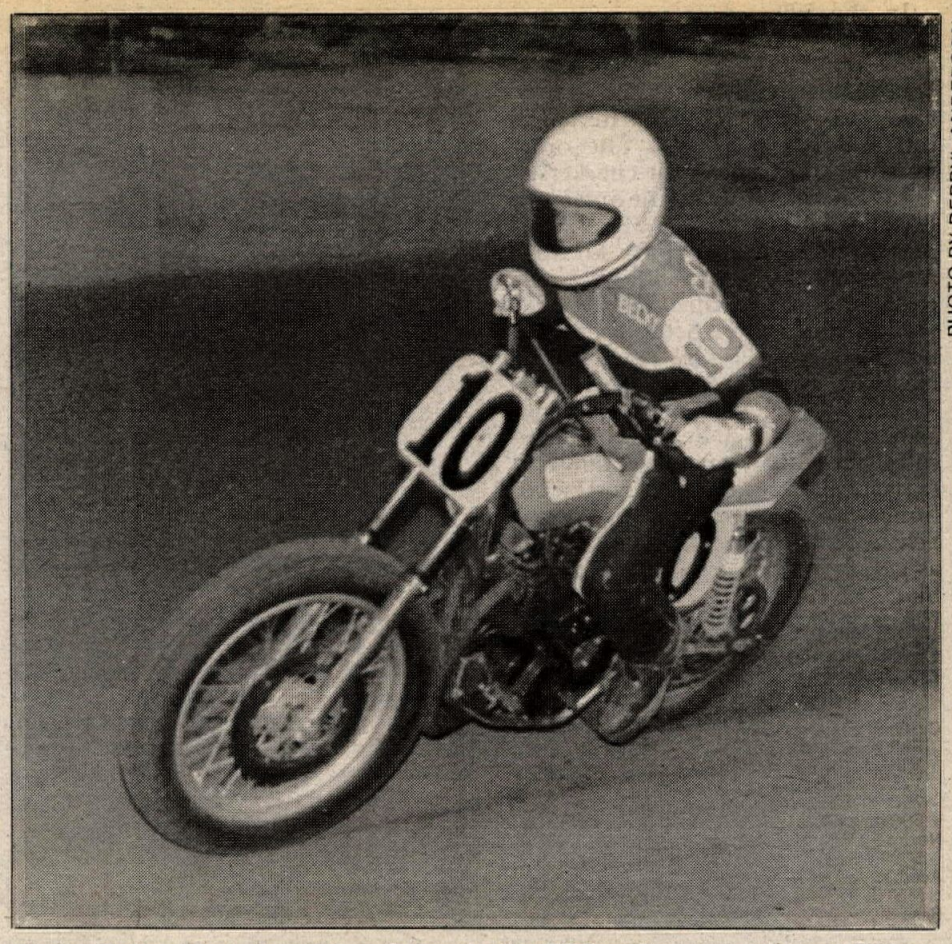


PHOTO BY DERRYL ANDERSON

Becky Schneider scored the victory in the 500cc Amateur class at Ridgefield, Washington's indoor short track.

top positions in the slop for first and second place B laurels while Berry again did the dirty deeds to bag the C class via 1-1 rides. Second fell to Patterson (2-2) over Stanerson (3-3) and Brian Oreuta, who was fourth after posting 4-5 rides.

In 125cc B action the win went to another of the Browning clan, David, also Honda mounted. Browning's closest competition came from Yamaha speedster Dan Mathis, who had a busy day competing in three classes. Browning clobbered both motos to grab the overall. In the 125cc C class, Chad Berry used a 2-1 tally to top Joe Rushing for the overall with third place going to Cagiva pilot Eric Law with a 3-3 score.

Leach demolished a talented field of 30-40 riders to nab top laurels in the 30-40 Pro/trophy class on a 250cc Honda. Leach held off rival Mike Halbrook in both outings for top cash. In the trophy portion, Jim Harris hooked up in the soup well enough to take first after 1-2 rides to beat moto two winner Doug Wiley and Wayne Kent.

In the 250cc B class, Leach shot off the line with Westley Hansen and Mathis in tow. Leach breezed to a rout of moto one over Hansen and did the same in moto two to beat an on-the-move Mathis for his second 1-1 overall win. Hansen combined 2-3 rides to nail down second overall with Mathis third via 4-2 finishes.

Up the hill class racing saw Honda speedster Ray Gamon getting top brass in a new class which is for 25-30 year olds exclusively. Gamon took the overall after an impressive moto win in the second sloppy contest, beating first moto winner Scot Bergren, also on a Honda. Third overall went to Mathis, who was the recipient of the "iron man" laurels for the day after competing in six motos.

Results

OPEN B: 1. Frank McKuhn (Hon); 2. Doug MacDuffee (Hon); 3. Wes Hansen (Kaw).
250 B: 1. Bob Leach (Hon); 2. Wes Hansen (Hon); 3. Dan Mathis (Yam).
125 B: 1. David Browning (Hon); 2.Jon Kuebler (Hon); 3. Doug Eckelman (Yam).
80 B: 1. Rich Browning (Hon); 2. Dan Mathis (Yam).
UTH: 1. Ray Gamon (Hon); 2. Scott Bergren (Hon); 3. Dan Mathis (Yam).
30-40 $: 1. Bob Leach (Hon); 2. Mike Holbrook (Hon); 3. Doug Eckleman (Yam).
OPEN C: 1. Doug Wiley (Hon).
250 C: 1. Scott Lewis (Yam); 2. Jeremy Skokam (Hon); 3. Kevin Strange (Hon).
125 C: 1. Chad Berry (Hon); 2. Joe Rushing (Hon); 3. Eric Law (Cag).
80 C: 1. Travis Berry (Hon); 2. Chris Patterson (Yam); 3. Mel Stanerson (Hon).
60 B: 1. Cory Fuller (Kaw).
60 C: 1. Todd Kibble (kaw); 2. Matt Williams (Kaw).
OT: 1. Roger Knight (Yam); 2. Jim Denevan (Hon); 3. Dave Penbrook (Kaw).
PEE WEE: 1. Jessica Kirkman (Yam); 2. James Kirkman (Suz).

Davis dominates Clark County ST

By Derryl Anderson

RIDGEFIELD, WA, JAN. 23

Still hot from winning the Pro-Am division of the Mike Kidd-sponsored Pomona 5/8-mile race was Darell Davis, who held off a hard charging Ryan Fisher and Ron Adams to take first place money in the 500cc Pro class of the short track held at the Clark County Arena in Ridgefield. Also going 1-1 tonight was Becky Schneider, who dominated the 500cc Amateur class.

Steve Kendig got the early lead in the first heat race of 500cc Pros. Behind him in order was Davis, Tom Newman, Rex Fisher and Del Schnitzer. By lap two Davis slid under Kendig to take over the lead. Davis went on to a straightaway-length lead and Schnitzer got past Fisher. At the end it was Davis, Kendig, Newman and the others.

Dean Autrey got the holeshot in heat race two followed by Ryan Fisher, Adams and Robert Frohs. Autrey went down in turn two shuffling the lead to Fisher, who led all the way ahead of Adams, Frohs and the restarted Autrey.

Autrey and Schnitzer went down in turn one at the start of the main event and a restart was necessary. This time Davis fought his way to the corner first followed by Ryan Fisher, Adams, Kendig, and the other pros. Davis was riding a perfect inside line lap after lap. Most of the time he had an 8-12 yard lead on Fisher and Adams. Schnitzer dropped out on lap three with a mechanical problem and the leaders continued to run in the same order. At the checkered flag it was Davis, Ryan Fisher, Adams, Kendig, Newman, Autrey, Rex Fisher and Frohs.

In the 500cc Amateur heat race Becky Schnider got the holeshot ahead of Henry Nelson, Kevin Wise and Brian Baldwin. Schnider ran to a 10-yard lead, while Nelson had his hands full holding off Wise. The order remained the same at the checkers.

Jay Terry came from the outside to lead Paul Newman and Mike Kertzman in the other heat race. All three ran with a 10-yard interval between them right to the finish.

In the main event Schnider got the holeshot ahead of Nelson, Terry, Newman, Baldwin and Kertzman. Terry got by Nelson on lap two, but as hard as he tried, he was unable to catch Schnider today. Newman tried to pass Nelson everywhere and on lap four he finally made a pass stick. Schnider rode super and looked just as good in her new pink, white and black leathers. At the checkered flag it was Schnider, Terry, Newman, Nelson, Baldwin and Kertzman.

Results

WEE PEE WEE: 1. Jessica Kirkman; 2. Joshua Curry; 3. Jim Kirkman.
PEE WEE: 1. Mike Fetty; 2. Eric Burkinshaw.
MINI: 1. Ryan Anderson; 2. Ole Matson.
125-250: 1. Tony Dickinson; 2. Mike Southerland.
250 PRO: 1. Darell Davis.
500 AM: 1. Becky Schneider; 2. Jay Terry; 3. Paul Newman.
500 PRO: 1. Darell Davis; 2. Ryan Fisher; 3. Ron Adams.
MSTR: 1. Henry Nelson; 2. Monte Darling; 3. Ross Sicilia.

DeAnza MX cash to Graff

By Terry Whytal

SUNNYMEAD, CA, FEB. 1

Dave Graff powered his Honda to the Pro class win at today's SMX event at DeAnza Raceway. Graff had to contend with eventual runner-up David Rodgers who kept his Suzuki in the hunt throughout both motos. Yamaha rider Colin Ryan rounded out the top three overall finishers.

In 125cc Intermediate action it was Mike Brooks picking up the win with his Yamaha. Kawasaki pilot Darin Green kept the pressure on Brooks in both motos but had to settle for the number two slot in the final standings. Lane Frank rode his Yamaha to third overall.

Yamaha-mounted Fred Headcock posted a perfect 1-1 moto score to claim top honors in the 250cc Intermediate race ahead of a fierce battle for the bridesmaid position that saw that position change numerously in the two motos. When the dust had settled it was Yamaha rider Steve Sibell earing the runner-up brass with third going to Kawasaki-mounted Larry Laye.

The "old guys" showed their competitive drive with some close racing for the top slot in the Vet Expert class. With a nearly inverted finishing order among the leaders in the two motos it was Robert Tippit leading the way to the trophy window after posting 2-1 moto finishes on his new Kawasaki. Honda-mounted Marino Bastinoelli won the first moto but dropped to third in moto two. Bastionelli took second overall ahead of Honda rider Chuck Minert.

Tim Hoole, fully recovered from a broken arm, piloted his Yamaha to the Vet Intermediate win. Kawasaki rider Alan Rohrbacher chased Hoole to the flag in both motos to take second overall ahead of third overall finisher Honda-mounted Bob Audet.

Honda riders James Morton and Ron Seaman traded moto wins in the Open Beginner class with Morton taking the overall win by virtue of the second moto tiebreaker. Yamaha-mounted Gauba placed third.

Results

PRO: 1. Dave Graff (Hon); 2. David Hudgens (Suz); 3. Colin Ryan (Yam).
125 INT: 1. Mike Brooks (Yam); 2. Darin Green (Kaw); 3. Lane Frank (Yam).
250 INT: 1. Fred Heacock (Yam); 2. Steve Sibell (Yam); 3. Larry Laye (Kaw).
VET EX: 1. Robert Tippett (Kaw); 2. Marino Bastionell (Hon); 3. Chuck Minert (Hon).
VET INT: 1. Tim Hoole (Yam); 2. Alan Rohrbacher (Kaw); 3. Bob Audet (Hon).
VET NOV: 1. Ray Franklin (Kaw); 2. Louis Springer (Suz); 3. Marcus Johnson (Yam).
OPEN NOV: 1. Mark Shuck (Kaw); 2. Don Abdella (M-S); 3. Richard Rice (Hon).
250 NOV: 1. Trini Camarena (Hon); 2. Edwin Sims (KTM); 3. Ray Cowan (Yam).
125 NOV: 1. Scott Burian (Kaw); 2. Jeff Murphy (Hon); 3. Jay Marcell (Hon).
OPEN BEG: 1. James Morton (Hon); 2. Ron Seaman (Hon); 3. Mike Gauba (Yam).
250 BEG: 1. Donny Maeda (Hon); 2. Bradd Molner (Yam); 3. Dave Gallard (Hon).
125 BEG: 1. Willie Stewart (Hon); 2. Greg Esquivel (Hon); 3. Brett McElwain (Kaw).
80 EX: 1. Derek Titus.
80 NOV: 1. Robby Hock (Suz).
80 BEG: 1. Ty James Hawkins (Suz); 2. Shawn Fehlman (Yam); 3. Gabriel Camarena (Hon).

Berry blitzes Roseburg MX

By Clay Light

ROSEBURG, OR, JAN. 25

Honda rider Travis Berry burned the competition in the 80cc C class during Motocross Northwest Winter Series action at Clarks Branch Raceway. Berry used a 1-1 to win the day's largest class while Tony Graves destroyed the 125 and 250cc B classes.

In combined 250cc B/C action it was Roseburg Honda-supported Graves jumping into the lead for a first moto win over Aaron Boehmer and Don Schnieder, both on Hondas. Rob Spring won the C portion, beating Scott Lewis and Alan McComb.

Moto two again saw the Honda of Graves out front to card a picture perfect 1-1 tally for the 250cc B overall while Boehmer's 2-2 was good for second. Schnieder snagged third via 3-3 rides. At the completion, Spring joined Graves in the winner's circle after nabbing both C motos.

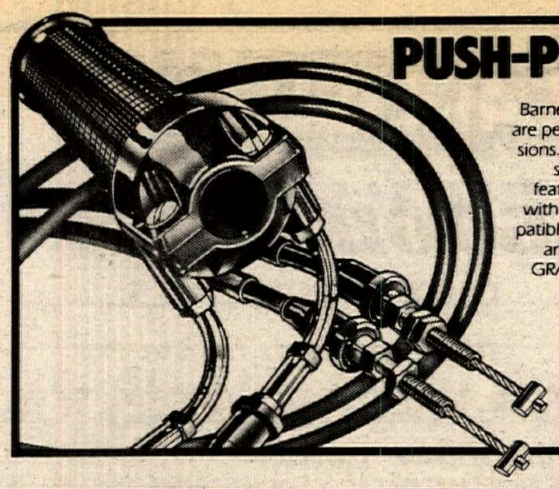
Graves had his share of troubles in the 125cc B class, losing out to Honda speedster Monty Spalding in the first contest. Moto two saw the duo again holding down the first and second spots in the sloppy conditions. Graves got the handle on the competition to nab the second moto win and take his second overall win, the day's only such feat for a double class romp. The C class went to Kawasaki rider Scott White, who went 3-1 to beat Spring and first moto winner Chad Berry.

Travis Berry had stiff competition in the 80cc C class from Shawn Highland. Highland and Berry paced each other to finish the first moto well behind 80cc B class winner Ryan Huffman, who is currently leading his class in points at the Golden State Series.

The second time out was much the same as Huffman made a killing of the messy event, while Berry and Highland settled the squabble for second in the moto, good for the C portion win and a 1-1 blitz behind Huffman. Highland went 2-2 for second place brass with Rex Brashears grabbing third after maneuvering to 3-4 rides.

Results

OPEN B: 1. Frank McKuhn (Hon); 2. John Cochran (Kaw); 3. Doug Eckelman (Yam).
250 B: 1. Tony Graves (Hon); 2. Aaron Boehmer (Hon); 3. Don Schnieder (Hon).
125 B: 1. Tony Graves (Hon); 2. Monty Spalding (Hon); 3. Doug Eckelman (Yam).
80 B: 1. Ryan Huffman (Yam).
60 B: 1. Shawn Highland (Kaw).
OPEN C: 1. Doug McLean (Hon); 2. Steve Agee (Hus).
250 C: 1. Rob Spring (Hon); 2. Scott Lewis (Yam); 3. Alan McComb (Hon).
125 C: 1. Scott White (Kaw); 2. Rob Spring (Kaw); 3. Chad Berry (Hon).
80 C: 1. Travis Berry (Hon); 2. Shawn Highland (Kaw); 3. Rex Brashears (Suz).
60 C: 1. Doug McKuhn (Hon); 2. JoDon Ireland (Kaw); 3. Tony Hatch (Kaw).
30-40: 1. Gary Bault (Hon); 2. Steve Hartley (Kaw); 3. Steve Agee (Hus).
PEE WEE: 1. Jessica Kirkman (Yam); 2. David Hatch (Suz); 3. James Kirkman (Suz).



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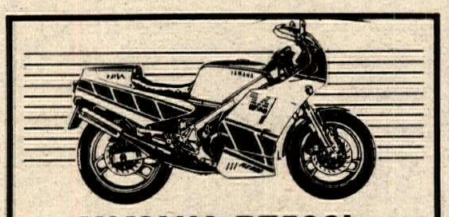

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CN-6

The 125cc class at Firebird Raceway featured a lot of close racing. Chappy Blose topped the 125cc Pro class and Wes Parker won two 125cc classes.

Bloses control Firebird MX

By Michael Ross

CHANDLER, AZ, JAN. 25

The Blose brothers, Bob and Chappy, showed the competition who was boss during today's round of racing at Firebird Raceway. Bob took the Old Timers class in two exciting moto battles with Bill Meyer, while Chappy took both 125cc Pro motos.

Meyer gated perfectly to holeshot moto one of the Old Timers class ahead of Bob Blose, Duane Grenny and James O'Kane. The Old Timers class champ wasted no time in establishing a lead over the rest of the field, but Honda House-sponsored Blose was on the move. By lap three, Blose challenged Meyer at every turn on the track. Meyer held on, but the pace took its toll. Blose finally berserked it through a particularly gnarly whoop-de-doo section to pass Meyer. Once past, Blose cruised to his first moto win. Meyer immediately fell off the pace, but held off third place Mark Hawkins at the checkered flag.

Moto two was nearly a replay of the first moto. Meyer was fast out of the gate while Blose bobbled and left the line in last place. Meyer took off to lead the pack as Blose worked his way up. Meyer ran fast and strong for most of the moto until Blose finally wore him out and then cruised home for the overall. Meyer managed a third place finish for second overall.

The Expert race proved to be very exciting. Honda House-supported Chappy Blose sparked the fireworks with amateur Mike Bailey. Bailey, entered in the Amateur class, battled intensely with Blose for six of the 10 laps. Bailey would slam into the doubles and tabletop jumps getting a lot of air time, while Blose on the other hand, kept his Honda lower off the jump and kept putting power to the ground. The furious pace of the battle started to wear down Bailey. Curtis Culbert pulled up behind the fading Bailey and took second place at the finish. Bailey managed a well-deserved Amateur class win.

Moto two saw Blose lead the start with Paul Bowman, Culbert, Bailey and Wes Parker behind. Bailey took second from Parker on lap two as Blose tried to pull away. Blose had six seconds on Bailey on lap three. On lap four his lead grew to seven seconds and by lap nine his advantage was 17 seconds. Parker picked up his pace on lap five to challenge Bailey for second overall and first in the Amateur class. The plucky Bailey led Parker for two more laps, but crashed hard on the east end of the track. Blose took the crown and the cash at the checkered flag with Parker getting the overall win in the Amateur class with his 2-1 tally.

Results

PEE WEE: 1. Jimmy Mokry (Kaw); 2. Jason Matthews (Kaw).
JR CYC: 1. Mike Paterno (Hon); 2. Matt Engstler (Hon); 3. Terry Kennedy (Hon).
MINI BEG: 1. Pat McMillan (Hon).
125 BEG: 1. Kevin Stogadill (Hon); 2. Jerry Adkins (Yam); 3. Wes Adkins (Yam).
125 PRO: 1. Chappy Blose (Hon); 2. Bobby Arnold (Hon); 3. Mike McMullen (Hon).
125 NOV STK: 1. Jeff Peterson (Hon); 2. David Crabb (Kaw); 3. Charley Lakin (Suz).
125 AM STK: 1. Wes Parker (Hon); 2. Steve Akers (Kaw).
125 AM MOD: 1. Wes Parker (Hon); 2. Kyle Killebrew (Hon).
250 NOV STK: 1. Keith Hoyes (Kaw); 2. Paul Dunne (KTM); 3. Mike Lardo (Hon).
250 AM: 1. Scott Stallard (Kaw); 2. Kyle Killebrew (Hon); 3. Jim Renner (Hon).
OPEN NOV: 1. Doug Fleming; 2. Nolen York.
OT: 1. Bob Blose (Hon); 2. Bill Meyer (Hon); 3. Mark Hawkins (Hon).

Brooks cooks at Perris MX

By Terry Whytal

PERRIS, CA, JAN. 31

Honda-mounted Mark Brooks out-pointed Yamaha-mounted Joey Tutobene in the Pro class competition at today's SMX meet at Perris.

Brooks battled with Honda rider Alan Smith in moto one as Tuttobene struggled with mechanical problems. Brooks reached the checkered flag first as Smith faded. Smith was returning to racing following a two-year layoff. Tuttobene finished third.

Tuttobene charged back in the second moto to engage Brooks in a duel that saw the lead change several times. With just two laps remaining it looked to be Brooks' race but he launched his bike a bit too far off a jump and detuned himself on the landing as Tuttobene slipped back into the lead and went on to win. Brooks finished second to take the overall win with Tuttobene claiming second overall and Smith third overall despite a ground-pounding get-off in the final moto.

George Kohler styled his Honda to the Vet Expert win while Yamaha pilots Jim Beltnick and Frank Steiner argued over the number two slot. Runner-up honors went to Beltnick with Steiner placing third ahead of Marino Bastionell and Scott Wallenberg. •

Results

PRO: 1. Mark Brooks (Hon); 2. Joey Tuttobene (Yam); 3. Alan Smith (Hon).
VET EX: 1. George Kohler (Hon); 2. Jim Beltnick (Yam); 3. Frank Steiner (Yam).
VET INT: 1. Allan Egbert (Hon); 2. Ron Way (Hon); 3. Dennis Rosenberg (Kaw).
VET NOV: 1. Robert Rex (ATK); 2. Chris Tuttobene (Yam); 3. Bob Richard (Yam).
250 NOV: 1. David Fox (Hon); 2. Andy Mandell (Hon); 3. Tim Tucker (Yam).
OPEN NOV: 1. Brian Thienes (Hon).
125 NOV: 1. Mark Higham (Kaw); 2. Steve Goslaw (Hon).
125 INT: 1. Randy Danylo (Kaw).
250 INT: 1. Ron Mowry (Hon); 2. Kirt Goldie (Hon).
OPEN BEG: 1. Dwayne Prickett (Kaw); 2. James Hallock (Hon); 3. Paul Wallace (Hon).
250 BEG: 1. Robert Clark (Hon); 2. Craig Sellers (Hon); 3. Gordon Tucker (Hon).
125 BEG: 1. Daniel Monaghan (Hon); 2. Jeff Matejka (Hon); 3. Chris Walker (Hon).
80 INT: 1. Mike Cox (Suz).
80 BEG: 1. Raymond Garcia (Hon); 2. Eddie Patterson (Hon); 3. John Piker (Hon).
60: 1. Joshua Brewer (Kaw).

RESULTS

Off-Road
Final Standings
'86 NMA Series
Seattle, WA
Jan. 24
By Bob Dyer

GRAND CHAMPION
John Nielsen
200 A
Fred Beaver
200 B
Tom Bowles
Ridge Gordon
250 A
John Forsberg
Brad Sears
250 B
ScottDrafs
Gary Turner
Bryan Merrill
Vern R. Huber
Blaine Ostafin
Ken Koenig
Mark McDaniel
Tim Seawel
OPEN A
John Nielsen
Lyle Duronso
Jim Walsh
Damon Bee
OPEN B
Scott Lathrop
Gary Holder
Mike Koenig
Howard Knowlton
Bob Dyer
4-STRK A
John Moody
David Rhodes
Robert Quarterman
4-STRK B
Danny Klein
SR
Alan Drafs
Al Richotte
SUP SR
Don Rhodes
SPTSMN
Jeff Stevens
Gary Sorem
Michael Trammell
Jay Burrell
Vince Young
Dutch van Elk
Gary Merrill
C
Steve Larson
Aron Springer
Shane Kearns
Robert J. Scott
Mike Rockett
Richard Paulson
Ron Valentine
Ron Johnson
Craig Larsen

Motocross
County Line Raceway
Vance, AL
Jan. 11
By Dixie Cash

60
Damien Brown Kaw
Matt Neal Kaw
Bret Wallace Kaw
80 SR
Scott Stephens Kaw
125
Billy Mayo Kaw
Randy Vetrano Yam
Jim Johnson Kaw
125 2 YRS & OLDER
Clint Bryson Yam
OPEN
Jeff Wood Yam
Scott Stone Yam

Ice Racing
Lily Pond Ice Races
Laconia, NH
Jan. 18

250 SPTSMN
Steve Dawes
Tim Donahue
Darin Godin
OPEN SPTSMN
Mack Johnson
Steve Dawes
Jeff Durond
OPEN EX
Mack Johnson
Jeff Durand
Don Taylor
OPEN PRO
Les Washbon

Motocross
SMX
Texas Rio Bravo
Houston, TX
Jan. 11

MINI
Eric Fiorello Yam
Joshua Luchor Suz
Clinton Fulbright Yam
125 BEG
Victor Carroll Kaw
Steve Lockard Kaw
Gilbert Carbroda Hon
250 BEG
Kevin Richardson Hon
J.R. Boudreaux. Suz
Crazy Rocky Hon
250 NOV
Donnie Colcomb Hon
Rob Cooley Suz
Joe Carter Yam
Mike Donahue
Mike Magoon

Enduro
Final Standings
'86 NMA Series
Seattle, WA
Jan. 24
By Bob Dyer

OVERALL A
Fred Beaver
OVERALL B
Scott Drafs
OVERALL C
Robert J. Scott
200 A
Fred Beaver
MArk Vanlandingham
Errol Borsky
Michael Schmidt
200 B
Dennis McCaslin
Nehl Evans
Ridge Gordon
Craig Evans
Raabe Janke
Mark Perozzo
Rod Jones
250 A
Wayne Keezer
Greg Lykke
John Forsberg
Jerry Davick
Dave Marcin
Fred Rockmore
250 B
Scott Drafs
James P. Brady
Gary Turner
Bryan Merrill
Blaine Ostafin
Bill Van Woudenburg
OPEN A
Dave Bowers
Steve Church
Jim Hess
Damonn Bee
OPEN B
Gary Holder
Scott Lathrop
Pete McFall
Mike Koenig
Bob Dyer
Steve Paul
4-STRK A
John Moody
Dave Reite
Robert Quarterman
4-STRK B
Rod Yager
Danny Klein
AA
Lyle Duronso
Jim Walsh
John Nielsen
SR
Ken Villines
Alan Drafs
Raoul Chartier
Dick Keezer
Bruce Harrison
SUP SR
Dave Sutherland
T. Coleman
SPTSMN
Gary Porlier
Jeff Stevens
Gary Sorem
Jay Burrell
Michael Trammell
Larry Schieferl
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Dutch van Elk
Dick Yager
Tine Matherly
Gary Merrill
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Rand Gilbertson
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Shane Kearns
Donald Cody
Aron A. Springer
Robert C. Scott
Martin Jewell
Jon Nellis
Gerald Armstrong
Angie Farrell
Rob Durkin
Joe Dowd
Peter Kohn
Ron Valentine
David Wingo

Motocross
SMX
Texas Rio Bravo
Houston, TX
Jan. 23

60 MINI
Clent Latham Kaw
Carter Schneider Kaw
Kristy Sheley Kaw
80 MINI
Clent Latham Kaw
Nicky Moomaw Kaw
Colten Merrick Yam
250 BEG
Kevin Richardson Hon
Joe Carter Yam
B. Borgerth Yam
250 NOV
C. Armstrong Kaw
Donnie Holcomb Hon
Pete Sullivan Kaw

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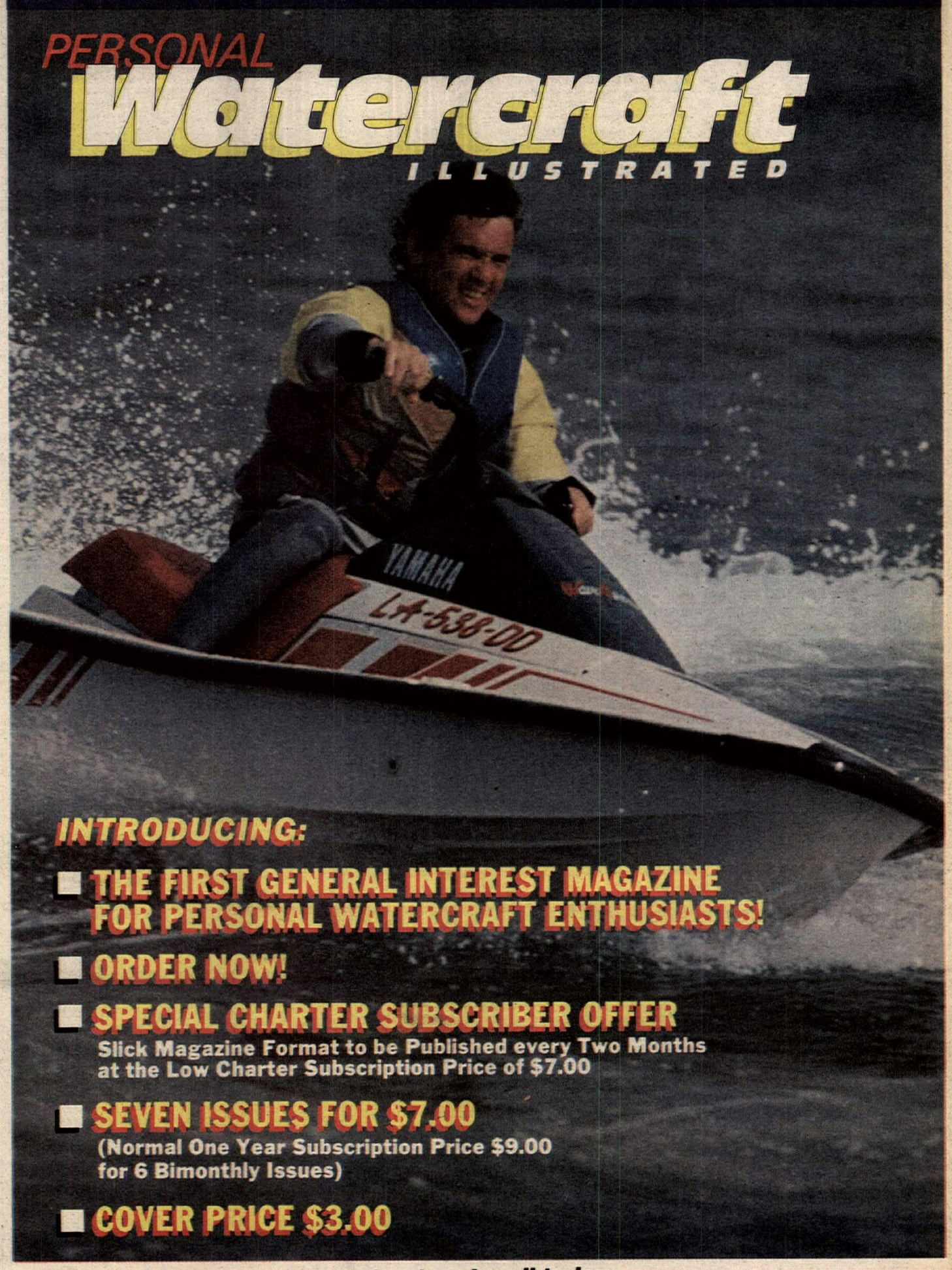

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☐ 85cc 14-15
☐ 125 A
☐ 125 B
☐ 125 C
☐ 250 A
☐ 250 B
☐ 250 C
☐ 500 A
☐ 500 B/C
☐ Seniors 30+
☐ Seniors 36+
☐ Plus 25
☐ ATV (0-200) *
☐ ATV (201-350) *
☐ Four Wheelers

Round 2 — Daytona
March 2, 1987
Amateur Supercross

CLASSES
☐ 85cc 7-11
☐ 85cc 12-13
☐ 85cc 14-15
☐ 125 A
☐ 125 B
☐ 125 C
☐ 250 A
☐ 250 B
☐ 250 C
☐ 500 A
☐ 500 B/C
☐ Seniors 30+
☐ Seniors 36+
☐ Plus 25
☐ ATV (0-200) *
☐ ATV (201-350) *
☐ Four Wheelers

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NATIONAL MOTOSPORT ASSOCIATION
MINICYCLE
MOTORCYCLE
MOTOCROSS

NATIONAL & REGION ACTIVITIES
SANCTIONS — MEMBERSHIPS
CONTACT NMA
P.O. BOX 46
NORWALK, CA 90650
(213) 868-8112

SRA California Schedule

Feb. 22 — SOBOBA G.P.
Mar. 29 — GLEN HELEN G.P.

(714) 828-1358

Calendar

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form on file. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to an event.

CHAMPIONSHIP EVENTS

AMA/Camel Pro Series

3/8	RR/Daytona, FL
5/3	Mile/San Jose, CA
5/16-17	RR/Braselton, GA
5/30	HM/Louisville, KY
6/6-7	Brainerd, MN
6/20-21	RR/Loudon, NH
6/27-28	RR/Elkhart Lake, WI
7/18	HM/Parkersburg, WV
7/26	Mile/DuQuoin, IL
8/1-2	RR/Lexington, OH
8/8-9	*RR/Memphis, TN
8/16	TT/Peoria, IL
8/22-23	RR/Portland, OR
8/29-30	RR/Sonoma, CA
9/6	Mile/Springfield, IL
9/12	Mile/Syracuse, NY
9/26	HM/Gardena, CA
10/3	Mile/Sacramento, CA

* Tentative

AMA Grand National Championship Dirt Track Series

4/4	Mile/Sacramento, CA
4/11	HM/Gardena, CA
*5/3	Mile/San Jose, CA
5/9	TT/Gardena, CA
5/24	Mile/Springfield, IL
*5/30	HM/Louisville, KY
6/5	TT/Hinsdale, IL
6/14	TT/Peoria, IL
6/27	HM/Lima, OH
7/5	HM/Middletown, NY
7/12	HM/Hagerstown, MD
*7/18	HM/Parkersburg, WV
*7/26	Mile/DuQuoin, IL
*8/16	TT/Peoria, IL
8/21	HM/Hamburg, NY
*9/6	Mile/Springfield, IL
*9/12	Mile/Syracuse, NY
9/20	Mile/San Jose, CA
*9/26	HM/Gardena, CA
*10/3	Mile/Sacramento, CA

*Camel Pro

AMA National Championship Hare Scrambles Series

2/22	Beinville, LA
3/4	Cocoa, FL
3/29	Hurricane Hills, TN
4/5	Cadiz, KY
4/26	Redding, CA
5/17	Bruceton Mills, WV
5/31	Belleview, ID
7/26	Burr Oak, IN
8/9	Columbia, VA
8/21	Millville, MN
10/11	Sanford, NC
10/18	Lynnville, IN

AMA National Championship MX Series

3/1	Gainesville, FL
3/22	Sacramento,CA
5/17	Southwick, MA
5/24	Mt. Morris, PA
5/31	Anderson, SC
6/14	Denver, CO
6/21	San Antonio, TX
7/5	Buchanan, MI
7/12	Axton, VA
8/2	Binghamton, NY
8/9	Troy, OH
8/23	Millville, MN

AMA/Insport Supercross Series

2/14	San Diego, CA
2/21	Miami, Fl
3/7	Daytona, FL
3/28-29	Seattle, WA
4/4	Dallas, TX
4/11-12	Pontiac, MI
4/25	Tampa, FL
5/2	Phoenix, AZ
6/7	New York, NY
7/25	Los Angeles, CA

*Tentative

AMA ISDE Reliablity Qualifier Series

3/21-22	Texas
5/23-24	Massachusetts
6/6-7	Michigan
6/20-21	Oregon
6/27-28	TBA

World Championship Road Race Series

3/29	Japan
4/26	Spain
5/17	W. Germany
5/24	Italy
6/7	Austria
6/21	Yugoslavia
6/27	Holland
7/5	Belgium
7/19	France
8/2	England
8/9	Sweden
8/23	Czechoslovakia
8/30	San Marino
9/13	Portugal
9/27	Brazil
10/4	Argentina

World Championship Observed Trials Series

2/15	Belgium
3/8	Spain
3/22	England
3/28	Ireland
5/24	W. Germany
5/31	France
6/21	Bodine, PA
7/7	Austria
7/19	Italy
8/30	Czechoslovakia
9/6	Switzerland
9/13	Sweden

World Championship 250cc MX Series

4/12	Belgium
4/26	Portugal
5/10	England
5/17	Holland
5/31	Czechoslovakia
6/21	Yugoslavia
6/28	San Marino
7/5	France
7/19	HOLLISTER,CA

World Championship 125cc MX Series

4/5	Holland
5/3	Belgium
5/10	Italy
5/17	Czechoslovakia
5/24	Bulgaria
6/28	France
7/4	Ireland
7/12	Switzerland
7/26	Finland
8/2	Germany
8/16	DELMONT, PA
8/30	Austria

World Championship 500cc MX Series

4/5	Spain
4/12	France
4/26	Austria
5/10	Finland
5/17	Sweden
5/31	Germany
6/14	Italy
7/12	England
7/19	Holland
8/2	Belgium
8/9	Luxembourg
8/30	Switzerland

World Championship Endurance Road Race Series

5/10	Portugal
5/24	England
6/21	Italy
6/28	Austria
7/26	Japan
8/15-16	Belgium
8/30	Germany
9/6	Spain
9/19-20	France

World Championship Speedway Final

9/5-6	Holland

World Championship Speedway Pair Final

6/28	Czechoslovakia

International Six Days Enduro

9/21-26	Poland

Motocross des Nations

9/13	Unadilla, NY

Trial des Nations

9/20	Finland

RMTA National Trial Series

5/16	Globe, AZ
5/17	Globe, AZ
5/23	Temecula, CA
5/24	Temecula, CA
6/13	Wrenthum, MA
6/14	Cayuta, NY
6/20	Williamsport, PA
6/21	Williamsport, PA
9/5	Thielman, MN
9/7	Port Huron, MI

AMA/NATC National Championship Observed Trials Series

5/16-17	Globe, AZ
5/23-24	Temecula, CA
6/13	Wrentham, MA
6/14	Cayuta, NY
6/20-21	Bodine, PA
9/5	Thielman, MN
9/7	Port Huron, MI

Dragbike! National Championship Series

2/28-3/1	Hollywood, FL
4/4-5	Phoenix, AZ
4/4-5	Atlanta, GA
4/25-26	Dallas, TX
5/16-17	Syracuse, NY
5/29-30	Milan, MI
6/27-28	TBA.
7/18-19	Spokane, WA
8/1-2	Cordova, IL
8/5-7	Sturgis, SD
8/14-15	Albany, NY
8/29-30	Fremont, CA
9/5-6	Delmar, DE
9/12-13	Columbus, OH
9/19-20	Lubbock, TX
9/26-27	Bradenton, FL
10/10-11	Palmdale, CA
10/17-18	Darlington, SC
10/25	W. Palm Beach, FL
11/21-22	Gainesville, FL

Florida February MX Series

2/14-15	Jacksonville, FL
2/22	Cocoa, FL

Sabine Enduro Circuit Series

2/22	String Prairie, TX
4/5	Thurber, TX
4/19	Fort Hood, TX
5/24	Saline, LA
6/7	Prescott, AR

Florida Trials Association Series

2/28	Crooms, FL
3/1	Hernando, FL
3/22	Hernando, FL
4/12	Crooms, FL

F.T.R. Championship Hare Scramble Series

2/15	Titusville, FL
3/29	W. Palm Beach, FL
4/12	Lake Placid, FL
5/31	Titusville, FL

Bud Light Texas Arenacross Series

2/20	Odessa, TX
3/6	San Antonio, TX

SCORE Int'l Off-Road Series

4/3-5	Great Mojave 250 Lucerne Valley, CA
6/5-7	Baja Internacional Ensenada, Mexico
8/14-16	Off-Road C'ships Riverside, CA
11/6-8	Baja 1000 Ensenada, Mexico

HDRA Championship Series

3/6-8	Las Vegas, NV
5/7-10	Mint 400 Las Vegas, NV
7/3-5	Barstow, CA Fireworks 250 Barstow, CA
9/11-13	Frontier 500 Las Vegas, NV

Willow Springs Formula USA Series

4/4-5	Rosamond, CA

5/2-3	Rosamond, CA
6/6-7	Rosamond, CA
9/5-7	Rosamond, CA
10/1-4	Rosamond, CA
10/31-11/1	Rosamond, CA

CMC Dodge Truck/Golden State Nationals Series

2/14-15	Adelanto, CA
2/21-22	Brentwood, CA
2/28-3/1	Fresno, CA

*Saturdays Sportsmen, Sundays Pro

Canadian National Supercross Series

5/29	Montreal
5/30	Montreal
6/12	Toronto

SE&TRA Championship Enduro Series

2/22	Delta, AL
3/1	Pelion, SC
3/8	Palatka, FL
3/15	Athens, GA
3/29	Abbeville, SC
4/12	Greenville, SC
4/19	Franklin, GA

SE&TRA Championship Hare Scrambles Series

3/22	Sumter, SC
4/5	Billingsley, AL
5/10	Chattanooga, TN
5/24	Morganton, NC

AFM Road Race Series

2/14-15	Willow Springs, CA
3/14-15	Willow Springs, CA
3/28-29	Sears Point, CA
4/18-19	Willow Springs, CA
4/19	Sears Point, CA
5/9-10	Sears Point, CA
6/28	Sears Point, CA
7/4-5	Willow Springs, CA
7/18-19	Sears Point, CA
7/25-26	Riverside, CA
8/15-16	Willow Springs, CA
8/22-23	Sears Point, CA
9/13	Sears Point, CA
9/19-20	Willow Springs, CA
10/10-11	Riverside, CA
10/11	Sears Point, CA
11/14-15	Willow Springs, CA

WERA Championship Road Race Series

Northeast Region

4/11-12	Summit Point, WV
5/2-3	Pocono, PA
6/20-21	Pocono, PA
7/25-26	Nelson Ledges, OH
8/22-23	Summit Point, WV
9/5-6	Nelson Ledges, OH
9/26-27	Pocono, PA
10/3-4	Nelson Ledges, OH

Middle Atlantic Region

4/11-12	Summit Point, WV
5/2-3	Nelson Ledges, OH
6/6-7	Summit Point, WV
7/11-12	Rockingham, NC
7/25-26	Nelson Ledges, OH
8/22-23	Summit Point, WV
9/5-6	Nelson Ledges, OH
9/12-13	Rockingham, NC
10/3-4	Nelson Ledges, OH
10/17-18	Summit Point, WV
3/31	Anaheim, CA

Southeast Region

3/14-15	Talladega, AL
3/28-29	Savannah, GA
4/18-19	Talladega, AL
5/9-10	Talladega, AL
5/30-31	Savannah, GA
6/20-21	Talladega, AL
7/11-12	Rockingham, NC
8/1-2	Savannah, GA
8/22-23	Talladega, AL
9/12-13	Rockingham, NC
10/3-4	Savannah, GA

North Central Region

4/11-12	Indianapolis, IN
4/25-26	Grattan, MI
5/9-10	Beloit, IL
5/23-24	Grattan, MI
6/13-14	Grattan, MI
7/4-5	Grattan, MI
7/18-19	Beloit, IL
8/15-16	*Grattan, MI
8/29-30	Grattan, MI
9/19-20	Beloit, IL
9/26-27	*Indianapolis, IN
10/10-11	Grattan, MI

South Central Region

3/21-22	*College Station, TX
4/25-26	*Oak Hill, TX
5/16-17	*Ennis, TX
6/6-7	*Hallett, OK
6/27-28	*College Station, TX
7/18-19	*Oak Hill, TX
8/15-16	*Ennis, TX
9/12-13	*Oak Hill, TX
10/10-11	*College Station, TX

* Tentative

WERA Nat'l Endurance Road Race Series

3/28	Savannah, GA
4/4	Rosamond, CA
4/11	Indianapolis, IN
5/9	Beloit, IL
6/6	Hallett, OK
6/20	Talladega, AL
7/4	Grattan, MI
7/25-26	Nelson Ledges, OH
8/8	Rockingham, NC
9/5-6	Rosamond, CA
9/12	Pocono, PA
9/19	Shannonville, Ont., Canada
10/10	College Station, TX
10/17	Summit Point, WV
11/6	Braselton, GA

Suzuki GSXR Nat'l C'ship Road Race Series

AFM North

3/28-29	Sonoma, CA
4/18-19	Sonoma, CA
5/9-10	Sonoma, CA
6/27-28	Sonoma, CA
7/18-19	Sonoma, CA
8/22-23	Sonoma, CA
9/12-13	Sonoma, CA

AFM South

2/14-15	Rosamond, CA
3/14-15	Rosamond, CA
4/18-19	Rosamond, CA
5/16-17	Rosamond, CA
7/4-5	Rosamond, CA
7/25-26	Rosamond, CA
8/15-16	Rosamond, CA
9/19-20	Rosamond, CA

CRRC

3/21-22	College Station, TX
5/16-17	Ennis, TX
6/6-7	Hallett, OK
8/15-16	Ennis, TX
9/12-13	Oak Hill, TX

LRRA/AMA CCS

4/4-5	W. Palm Beach, FL
5/2-3	Loudon, NH
5/16-17	Loudon, NH
7/13-14	Loudon, NH
7/19	W. Palm Beach, FL
8/1-2	Loudon, NH
8/15-16	Loudon, NH
9/19-20	Loudon, NH

OMRRA

4/18-19	Portland, OR
5/30-31	Portland, OR
6/21-22	Portland, OR
8/15-16	Portland, OR
9/27-28	Portland, OR

WMRRA

5/17	Seattle, WA
9/13	Seattle, WA

WERA Mid-Atlantic

3/28-29	Savannah, GA
5/2-3	Pocono, PA
6/6-7	Summit Point, WV
7/11-12	Rockingham, NC
7/25-26	Nelson Ledges, OH
8/1-2	Savannah, GA
8/22-23	Summit Point, WV

WERA North Central

5/9-10	Beloit, IL
5/23-24	Grattan, MI
7/4-5	Grattan, MI
8/15-16	Grattan, MI
8/29-30	Grattan, MI
9/19-20	Beloit, IL
9/26-27	Indianapolis, IN

* Tentative

MRA

5/3	TBA
5/17	TBA
6/7	TBA
6/28	TBA
8/9	TBA
8/23	TBA
9/13	TBA

GSXR Final

10/9-10-11	Riverside, CA

ARRA/Kawasaki/Racer's Supply California RR Series

2/28-3/1	Willow Springs, CA
5/30-31	Willow Springs, CA
6/20-21	Willow Springs, CA
7/18-19	Willow Springs, CA
8/1-2	Willow Springs, CA
8/15-16	Riverside, CA
10/17-18	Willow Springs, CA
10/31-11/1	Riverside, CA
12/6-7	Willow Springs, CA
12/26-27	Riverside, CA

Washington Spring MX Series

2/21	Mabton Dunes, WA
3/8	Horn Rapids, WA
3/15	Horn Rapids, WA
4/12	Horn Rapids, WA
5/3	Horn Rapids, WA

NETRA C'ship Enduro Series

2/22	Stafford, CT
4/26	Ocford, MA
5/17	Somers, CT
5/24-25	Wrentham, MA
6/14	Southampton, MA
6/21	Marlborough, CT
7/19	Lee, MA
8/9	Guilford, CT
8/30	Adams, MA
10/4	W. Greenwich, RI
10/11	Stafford, CT
12/6	Marlborough, CT

NETRA C'ship Hare Scrambles Series

2/15	Holland, MA
6/28	Waterford, CT
7/12	Union, CT
7/26	Dunbarton, NH
8/2	Norwich, VT
9/6	Windsor, MA
9/20	N. Petersburg, NY
9/27	Cheshire, MA
10/18	Brookfield, MA
11/1	Radilin, RI
11/8	Canterbury, CT

Black Jack Enduro Series

3/15	Kirby, AR
3/29	Cass, AR
4/26	Tulsa, OK
5/17	Chadwick, MO
6/7	Prescott, AR
9/13	Stillwater, OK
9/27	Little Rock, AR
10/11	Potosi, MO
10/25	Oklahoma City, OK
11/8	Chadwick, MO
11/22	Tulsa, OK

MO C'ship Hare Scrambles Series

3/1	Potosi, MO
3/22	Canton, MO
4/5	Columbia, MO
5/3	Potosi, MO
5/31	Walnut Shade, MO
6/21	Jamestown, MO
7/12	Wyconda, MO
8/23	Kahoka, MO
9/20	Flat River, MO
10/4	Memphis, MO
11/1	Stanton, MO

FEBRUARY

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28

MARCH

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

February 13

TEXAS MOTOCROSS
● SMX Rio Bravo, Houston. Info 713/459-1235.

Feb. 13-15

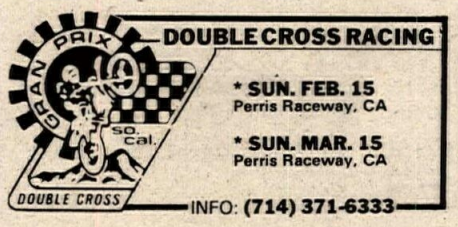
MEXICO DESERT RACE
● Gran Carrera Internacional. On Dirt Mag./Baja Promotions, Ltd. San Felipe. Info 818/340-5750.

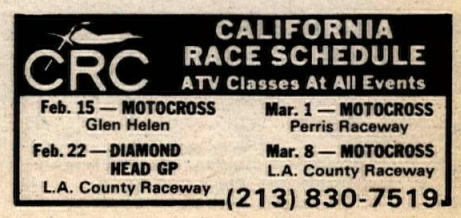
February 14

CALIFORNIA MOTOCROSS
● DRC. DeAnza Cycle Park, Sunnymead. Info 714/242-5840.
CALIFORNIA MOTOCROSS
● SMX. Perris Raceway, Perris. Info 714/582-2522.
CALIFORNIA SUPERCROSS
● Coors Supercross. Jack Murphy Stadium, San Diego. Info 818/787-3497 or 714/240-8334.
FLORIDA MOTOCROSS
Indoor MX. Indoor Sports Inc. Jacksonville Coliseum, Jacksonville. Info 904/744-7984.
FLORIDA SHORT TRACK/MX
Orange County Raceway, Orlando. Info 305/568-2271.
IDAHO SHORT TRACK
Indoor. Owyhee MC. Kuna. Info 208/336-9929 or 888-7357.
MEXICO GRAND PRIX
CRRC 6 Hour Endurance. Monterey. Info 713/468-3889.
MICHIGAN ICE RACE
AMA. Valley Trail Riders. Bay City. Info 517/754-5842.

Feb. 14-15

CALIFORNIA MOTOCROSS
● CMC/Golden State Nationals. Sunrise Valley Adelanto. Info 714/261-6116.
CALIFORNIA ROAD RACE
● GSXR Nat'l Champ. R.R. Series. AFM South Series. Willow Springs. Info 213/864-0704.
CALIFORNIA GREEVES DAY
Kettleman City, CA. Sat. Concours & Swapmeet, Sun. Observed Trials for all British bikes. Info 408/659-4958.
FLORIDA MOTOCROSS
● February Florida Series. Jacksonville. Info 813/822-8929.
FLORIDA HALF MILE
● AMA Regional. Daytona Dirt Track





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Series. Florida State Fairgrounds, Tampa. Info 904/253-6711.
OHIO ARENACROSS
● NACC/AMA/AATVA. WorldSports North. Cincinnati Gardens, Cincinnati. Info 304/594-1157 or 813/822-8929.

February 15

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.
ARIZONA ROAD RACE
PRRO. Sprints. Firebird Int'l Raceway, Phoenix. Info 602/583-8859 or 993-5384.
CALIFORNIA ENDURO
D-36 Regional. B & C Championship. Salinas Ramblers MC. Clear Creek between King City & Coalinga. Info 408/422-3232.
CALIFORNIA MOTOCROSS
● CRC. Glen Helen Raceway, San Bernardino. Info 213/830-7519.
CALIFORNIA SMOOTH TRACK TT
● Martinez Racing. Argyll Park, Dixon. Info 916/678-3592.
CALIFORNIA MOTOCROSS
● SMX. DeAnza Cycle Park, Sunnymead. Info 714/582-2522 or 582-3482.
CALIFORNIA GRAND PRIX
DCR. Perris Raceway, Perris. Info 714/371-6333.
CALIFORNIA TRIAL
Observed trial. AMA/ATA. Plonkers. Lucerne. Info 818/964-1191.
CALIFORNIA MOTOCROSS
● CMC. Argyll Park, Dixon. Info 916/695-2727.
CALIFORNIA ENDUROTHON
San Jose Fairgrounds Speedway, San Jose. Info 408/436-8228.
CALIFORNIA MOTOCROSS
● CMC Golden State Warm-up. Porterville. Info 209/673-8080.
CALIFORNIA MOTOCROSS
● Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA MOTOCROSS
● CMC. Carlsbad Raceway, Carlsbad. Info 619/727-1171.
FLORIDA HARE SCRAMBLES
FTR Series. Apollo. Titusville. Info 813/351-4056.
FLORIDA SAND DRAGS
● Orange County Raceway, Orlando. Info 305/568-2271.
GEORGIA MOTOCROSS
Whitesburg. Info 404/942-5930.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
ILLINOIS ICE RACE
Variety Riders MC. Marseilles. Info 815/795-2745.
MASSACHUSETTS ICE RACE
Hamilton Rod & Gun Club, Sturbridge. Info 617/943-9197.
MEXICO GRAND PRIX
CRRC. Sprints. Monterey. Info 713/468-3889.
MICHIGAN ICE RACE
Moreland's Supercross Park. Crystal Lake, Crystal. Info 517/235-4105.
MICHIGAN ICE RACE
Polka Dots MC. Gladwin County Ice Carnival Clubgrounds, Albright Shores. Info 517/835-9355.
MINNESOTA ICE RACE
● DTRA Series. Centerville. Info 612/593-1283.
NEVADA SCRAMBLES
European Scrambles. AMA/D-36. Reno OTHG/Reno OT. Fernley Lions Club Track, 30 mi east of Reno. Info 702/358-4388.
NEVADA MOTOCROSS
● Las Vegas Int'l Raceway, Las Vegas. Info 702/564-2677.
NEW HAMPSHIRE ICE RACE
Enfield/Canaan Knights of Columbus. Mascoma Lake, Enfield. Info 603/632-7425.
NORTH CAROLINA MOTOCROSS
● Carolina Winter Series. Montrose MX, Raeford. Info 919/875-3805.
NORTH CAROLINA HARE SCRAMBLE
NC H.S. Assn. Lincolnton. Info 704/483-5140.
NORTH CAROLINA MOTOCROSS
Wilkes Co. MX Park, halfway between Lenoir & Wilkesboro. Info 704/758-4342.
OKLAHOMA MOTOCROSS
Interstate MX Park, Oklahoma City. Info 405/390-2100 or 732-0212.
SOUTH CAROLINA MOTOCROSS
● AMA. Sandhill MX Track, Chesterfield. Info 803/623-2036 or 704/596-4830.
TEXAS MOTOCROSS
● Conroe MX, Conroe. Info 409/273-2336.
WASHINGTON ENDURO
NMA. Timekeeper Enduro. Rivercity MC. Harts Lake, McKenna. Info 206/456-1103 or 943-1559.

February 20

TEXAS ARENACROSS
Bud Light Arenacross Series. Mike Kidd Prom. Ector County Coliseum, Odessa. Info 817/627-7483.
TEXAS MOTOCROSS
● SMX Rio Bravo, Houston. Info 713/459-1235.

Feb. 20-21

CALIFORNIA ICE SPEEDWAY
● United Speedway of America. Cow Palace, San Francisco. Info 209/268-5856 or 415/469-6065.
HAWAII SPEEDWAY
● International Speedway. Aloha Stadium, Oahu. Info 714/492-9933.
OREGON MOTOCROSS
● SOMA. Indoor. Jackson County Expo, Compton Arena, Central Point. Info 503/597-2894.

February 21

CALIFORNIA MOTOCROSS
● SMX. Perris Raceway, Perris. Info 714/582-2522 or 582-3482.
FLORIDA SUPERCROSS
● AMA/Insport Supercross Series, Round 4. Orange Bowl, Miami.
UTAH MOTOCROSS
● D-26 C'ships, Round 2. Moab. Info 801/259-6831 or 259-8941.
WASHINGTON GRAND PRIX
N.W. MC Assn. Off-Road Series. Sea Fair City MC. Seattle Int'l Raceway, Kent. Info 206/833-7313.

Feb. 21-22

CALIFORNIA MOTOCROSS
● CMC/Golden State Nationals. Sandhill Ranch, Brentwood. Info 714/261-6116.
TEXAS TRIALS
Observed Trials. San Antonio Trials Assn. Dirt Bikers Club, San Antonio Cycle Ranch. Info 512/680-2346.

February 22

ALABAMA ENDURO
SETRA Series. Piney Woods Enduro. Delta. Info 404/288-5305 or 373-3447.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.
CALIFORNIA DESERT RACE
● The King. Fudpucker Racing Team. AMA/FRT/D-38. Ancient Dry Lake Bed, Imperial County. Info 619/427-5759.
CALIFORNIA GRAND PRIX
● Diamond Head GP. CRC. L.A. Co. Raceway, Palmdale. Info 213/830-7519.
CALIFORNIA DESERT RACE
AMA/D-38. FRT 150 mile King of the Desert Race. Ancient Dry Lake Bed. Info 619/465-5023.
CALIFORNIA HARE SCRAMBLES
Brush Busters MC. Camp Rock Rd, Lucerne. Info 818/443-4618.
CALIFORNIA TT
● Smoke & Roar Racing. White Wolf Raceway, Bakersfield. Info 213/473-1656.
CALIFORNIA MOTOCROSS
● SMX. Glen Helen Raceway, San Bernardino. Info 714/582-2522 or 582-3482.
CALIFORNIA MOTOCROSS
● DRC. DeAnza Cycle Park, Sunnymead. Info 714/242-5840.
CALIFORNIA GRAND PRIX
SRA. Soboba G.P. Hemet. Info 714/828-1358.
CALIFORNIA SCRAMBLES
● San Jose Fairgrounds Speedway, San Jose. Info 408/436-8228.
CALIFORNIA MOTOCROSS
● CMC. Carlsbad Raceway, Carlsbad. Info 619/727-1171.
FLORIDA MOTOCROSS
● Florida February Series. AMA/WorldSports. Diamondback Raceway, Cocoa. Info 813/822-8929.
GEORGIA MOTOCROSS
FMC. South GA MX, Valdosta. Info 912/244-6050.
ILLINOIS ICE RACE
Variety Riders MC. Marseilles. Info 815/795-2745.
LOUISIANA HARE SCRAMBLES
AMA Nat'l Champ. H.S. Dusty Wheels MC.Beinville. Info 318/929-2110 after 6 p.m.
MICHIGAN ICE RACE
Moreland's Supercross Park. Crystal Lake, Crystal. Info 517/235-4105.
NEW HAMPSHIRE ICE RACE
Enfield/Canaan Knights of Columbus. Mascoma Lake, Enfield. Info 603/632-7425.
NEW YORK MUD/SNOW SCRAMBLES
Square Deal Riders MC. Belden, 15 mi NE of Binghamton. Info 607/723-2387 or 693-2634.
NORTH CAROLINA MOTOCROSS
Wilkes Co. MX Park, halfway between Lenoir & Wilkesboro. Info 704/758-4342.
OHIO HARE SCRAMBLES
Gran Prix Raceway, Canal Fulton. Info 216/239-1598.
OHIO HARE SCRAMBLES
Enduro Riders Assn. Hoovers Farm, west of Commecial Point. Info 614/875-5343.
OKLAHOMA MOTOCROSS
● Allen Ranch MX, Tulsa/Bixby. Info 918/428-1237.
OREGON MOTOCROSS
● Clarks Branch Cycle Club. Roseburg. Info 503/673-1671.
SOUTH CAROLINA MOTOCROSS
AMA. Carolina Winter Series. Sandhill MX, Chesterfield. Info 803/623-2036.
TENNESSEE MOTOCROSS
AMA. B & J MX, Inc. Clarksville. Info 502/522-6389 or 235-5154.
TEXAS ENDURO
Sabine Enduro Circuit. Sidewinder. String Prairie.
TEXAS MOTOCROSS
● Conroe MX, Conroe. Info 409/273-2336.
TEXAS MOTOCROSS
● South Forty Dirt Track, Crane. Info 713/558-3989.
WASHINGTON MOTOCROSS
Squisher Racing. Mabton Dunes, Mabton. Info 509/837-3595.
WISCONSIN ICE RACE
Central WI Ice Races. Snyders Lake, 6 mim west of Neillsville. Info 715/743-3893.

February 27

FLORIDA HALF MILE
● AMA Regional. Daytona Dirt Track Series. Jacksonville Speedway, Jacksonville. Info 904/253-6711.
TEXAS MOTOCROSS
● SMX Rio Bravo, Houston. Info 713/459-1235.

Feb. 27-28

NORTH CAROLINA ARENACROSS
M & M Productions. Western NC Agriculture Center, Asheville. Info 919/342-4492.

February 28

CALIFORNIA MOTOCROSS
● SMX. Perris Raceway, Perris. Info 714/582-2522 or 582-3482.
CALIFORNIA MOTOCROSS
● CMC/Golden State Nationals. Sportsman Finale. Spinner's Airport Raceway, Porterville, CA. Info 714/261-6116.
FLORIDA SHORT TRACK/MX
● Night races. Orange County Raceway, Orlando. Info 305/568-2271.
FLORIDA HALF MILE
● AMA Eastern Regional. Daytona Dirt Track Series. Volusia County Speedway, Barberville. Info 904/253-6711.
IDAHO SHORT TRACK
Indoor. Owyhee MC. Kuna. Info 208/336-9929 or 888-7357.

Feb. 28-March 1

CALIFORNIA GRAND PRIX
DCR. View Finders MC. Riverside Raceway, Riverside. Info 714/751-9238 or 371-6333.
CALIFORNIA MOTOCROSS
OTMX/OTHG members only. Old Timers MX Assn. Glen Helen Raceway, San Bernardino. Info 818/882-5935.
CALIFORNIA ROAD RACE
ARRA/Kawasaki/Racers Supply CA RR Series. Willow Springs.
FLORIDA TRIALS
FTA Series. Crooms & Hernando. Info 813/533-0747 or 683-9319.
FLORIDA DRAGS
● Dragbike! Nat'l Champ. Series. Miami/Hollywood. Info 315/735-1661 or 619/292-4444.

March 1

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.
ALABAMA MOTOCROSS
Gary's Warrior MX, Warrior. Info 205/849-8069 or 647-5612.
CALIFORNIA ENDURO
17th Annual Coyote Derby. Chaparrals MC. D-37.Red Mountain, Teagle Wash. Info 714/528-3007.
CALIFORNIA MOTOCROSS
● CMC. Marysville MX, Marysville. Info 916/695-2727 or 673-5710.
CALIFORNIA MOTOCROSS
● CMC. White Wolf Raceway, Bakersfield. Info 805/834-0284.
CALIFORNIA MOTOCROSS
● SMX. DeAnza Cycle Park, Sunnymead. Info 714/582-2522 or 582-3482.
CALIFORNIA ENDUROTHON
Two man, 2 hr scrambles. San Jose Fairgrounds Speedway, San Jose. Info 408/436-8228.
CALIFORNIA MARATHON
Sand Hill Ranch, Brentwood. Info 209/524-7013.
FLORIDA MOTOCROSS
● AMA Nat'l C'ship MX Series. Gainesville.
FLORIDA HALF MILE
● Daytona Busch H.M. Daytona Dirt Track Series. Volusia County Speedway, Barberville. Info 904/253-6711.
GEORGIA MOTOCROSS
Whitesburg. Info 404/942-5930.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
KENTUCKY MOTOCROSS
Lakeland MX, Cadiz. Info 502/522-6389 or 235-5154.
MINNESOTA ICE RACE
● DTRA. Centerville. Info 612/593-1283.
MISSOURI HARE SCRAMBLES
MO C'ship. H.S. Series. Trailblazers. Rivermont. Potosi. Info 314/428-2789.
NEW MEXICO HARE & HOUND
AMA Nat'l. Prairie Dawgs MC. Alamogordo. Info 505/437-0143 or 682-2094.
NEW YORK MOTOCROSS
AMA. Long Island Sports Committee. Westhampton Drag Strip, Westhampton. Info 516/929-4933.
NORTH CAROLINA MOTOCROSS
● Carolina Winter Series. Montrose MX, Raeford. Info 919/875-3805.
OHIO HARE SCRAMBLES
Gran Prix Raceway, Canal Fulton. Info 216/239-1598.
OKLAHOMA MOTOCROSS
Broken Spoke MX, Tulsa/Preston. Info 918/321-3328 or 321-5041.
OKLAHOMA MOTOCROSS
Interstate MX Park, Oklahoma City. Info 405/390-2100 or 732-0212.
PENNSYLVANIA MX/HS
AMA/D-5 & 12. Rocky Ridge. Imperial. Info 412/796-1667 or 796-5602.
SOUTH CAROLINA ENDURO
SETRA Championship Series. Sandlapper Enduro. Columbia Enduro Rider Assn. Pelion. Info 803/788-7888 or 356-4556.
TENNESSEE MOTOCROSS
Jax MX Park, Milan. Info 901/662-7123 or 686-0558.
TEXAS MOTOCROSS
● MX Rio Bravo, Houston. Info 713/459-1235.

WASHINGTON ENDURO
NMA Enduro Series. P.S.E.R. Shelton Valley, Shelton. Info 206/456-1103 or 943-1559.

March 4

CALIFORNIA DRAGS
● Baylands Raceway Park, Fremont. Info 415/651-2545.
FLORIDA HARE SCRAMBLES
AMA Nat'l Championship Series. Cocoa.

March 5-7

FLORIDA SHORT TRACK
● Daytona Dirt Track Series. Memorial Stadium, Daytona Beach. Info 904/253-6711.

March 5

FLORIDA ENDURO
37th Annual Alligator Enduro. Daytona Beach. Info 904/761-5522.

March 6

FLORIDA HARE SCRAMBLE
3rd Annual Daytona Sportsman H.S. Daytona. Info 904/761-5522.
FLORIDA CONCOURS D'ELEGANCE
7th Annual Daytona Vintage Concours. Historic MC Racing Assn. Infield, Daytona Int'l Speedway, Daytona. Info 904/378-3715.
TEXAS ARENACROSS
● Bud Light TX Arenacross Series. Mike Kidd Promotions. Joe Freeman Coliseum, San Antonio. Info 817/627-7483.
TEXAS MOTOCROSS
● SMX Rio Bravo, Houston. Info 713/459-1235.

March 6-8

NEVADA DESERT RACE
HDRA Series. Las Vegas. Info 702/361-5404.

March 7

CALIFORNIA MOTOCROSS
● SMX. Perris Raceway, Perris. Info 714/582-2522or 582-3482.
CALIFORNIA SPEEDWAY
● International Speedway. Long Beach Veterans Stadium, Long Beach. Info 714/492-9933.
FLORIDA ROAD RACE
● Castrol 250 GP. Daytona Int'l Raceway, Daytona. Info 904/253-6711.
FLORIDA SUPERCROSS
● AMA Supercross. Daytona Int' Speedway, Dytona. Info 904/253-6711.

March 8

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.
ALABAMA MOTOCROSS
Gary's Warrior MX, Warrior. Info 205/849-8069 or 647-5612.
ARIZONA DESERT RACE
● ADRA. Salome 100. West of Phoenix, Salome. Info 602/252-1900.
CALIFORNIA MOTOCROSS
● CMC. Sandhill Ranch, Brentwood. Info 916/678-3592 or 678-9956.
CALIFORNIA ENDURO
FRA Funduro. Red Mountain.
CALIFORNIA MOTOCROSS
● CMC. Sunrise Cycle Park, Adelanto. Info 714/261-6116.
CALIFORNIA MOTOCROSS
● SMX. Perris Raceway, Perris. Info 714/582-2522 or 582-3482.
CALIFORNIA SPEEDWAY
● Spring Classic. American Raceways Class A Spdwy. Inland MC Speedway, San Bernardino. Info 714/884-4092 or 818/446-0969.
CALIFORNIA MOTOCROSS
● DRC. DeAnza Cycle Park, Sunnymead. Info 714/242-5840.
FLORIDA ROAD RACE
● AMA/Camel Pro Series Daytona 200. Daytona Int'l Speedway, Daytona.
FLORIDA ENDURO
FTR Championship Series. Ocala National Forest. Info 305/969-0514.
FLORIDA ENDURO
SETRA Championship Series. Ok lawaha Enduro. Palatka. Info 904/467-9763.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
NEW YORK MOTOCROSS
AMA. Long Island Sports Committee. Westhampton Drag Strip, Westhampton. Info 516/929-4933.
OKLAHOMA MOTOCROSS
● Allen Ranch MX. Tulsa/Bixby. Info 918/428-1237.
SOUTH CAROLINA MOTOCROSS
AMA/D-29. Hell Hole Creek MX, Leesville. Info 803/532-5778.
TENNESSEE MOTOCROSS
● Smoky Mtn. MX, Pigeon Forge. Info 615/453-4622 or 453-8203.
TEXAS MOTOCROSS
● Conroe MX, Conroe. Info 409/273-2336.

March 11

CALIFORNIA DRAGS
● Baylands Raceway Park, Fremont. Info 415/651-2545.

March 13

CALIFORNIA SPEEDWAY
● Coors Spring Classic. International Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
TEXAS MOTOCROSS
● SMX Rio Bravo, Houston. Info 713/459-1235.

March 14

ALABAMA MOTOCROSS
Penton MX, Lafayette. Info 205/864-9448 or 864-9641.
CALIFORNIA SHORT TRACK
● R & D Enterprises. Monterey County Fairgrounds, Monterey. Info 408/449-7367.
CALIFORNIA MOTOCROSS
● SMX. Perris Raceway, Perris. Info 714/582-2522 or 582-3482.
FLORIDA SHORT TRACK/MX
● Spring Series. Orange County Raceway, Orlando. Info 305/568-2271.
IDAHO SHORT TRACK
Indoor. Owyhee MC. Kuna. Info 208/336-9929 or 888-7357.

March 14-15

ALABAMA ROAD RACE
WERA Championship Series. Talladega. Info 803/784-3105.
CALIFORNIA ROAD RACE
● Suzuki GSXR Nat'l Champ. Series. AFM R.R. Series, South. Willow Springs, Rosamond. Info 213/864-0704.

March 15

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.
ALABAMA MOTOCROSS
Gary's Warrior MX, Warrior. Info 205/849-8069 or 647-5612.
ARKANSAS ENDURO
AR Dirt Riders/Black Jack Enduro Circuit. Bear Creek, Murfreesboro. Info 501/753-3582.
ARKANSAS ENDURO
Sabine Enduro Series. Kirby.
CALIFORNIA MOTOCROSS
● SMX. DeAnza Cycle Park, Sunnymead. Info 714/582-2522 or 582-3482.
CALIFORNIA MOTOCROSS
● CMC. Argyll Park, Dixon. Info 916/678-3592 or 678-9956.
CALIFORNIA ENDURO
Bush Bunny Enduro. AMA/D-38. Busheaters MC. Plaster City West. Info 619/571-0155.
CALIFORNIA GRAND PRIX
● DCR. Perris Raceway, Perris. Info 714/371-6333.
FLORIDA SAND DRAGS
● Orange County Raceway, Orlando. Info 305/568-2271.
GEORGIA MOTOCROSS
Whitesburg. Info 404/942-5930.
GEORGIA ENDURO
SETRA Championship Series. Cherokee Nat'l Enduro. Green Co., Athens. Info 404/353-1460.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
MINNESOTA ICE RACE
● DTRA Series. Centerville. 612/593-1283.
NEW YORK MUD/SNOW SCRAMBLES
Square Deal Riders. Belden, I5 mi NE of Binghamton. Info 607/723-2387.
NORTH CAROLINA MOTOCROSS
● Carolina Winter Series. Montrose MX, Raeford. Info 919/875-3805.
OKLAHOMA MOTOCROSS
Interstate MX Park, Inc. Oklahoma City. Info 405/390-2100 or 732-0212.
OREGON MOTOCROSS
● Clarks Branch Cycle Club. 6 mi south of Roseburg. Info 503/673-1671.
PENNSYLVANIA MX/HS
AMA/D-5 & 12. Rocky Ridge. Imperial. Info 412/796-1667 or 796-5602.
TEXAS MOTOCROSS
● MX Rio Bravo, Houston. Info 713/459-1235.
VIRGINIA HARE SCRAMBLES
Blue Ridge Cycle Club, Martinsville. Info 703/632-2680 or 632-7077.

March 18

CALIFORNIA MOTOCROSS
● CMC. Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA DRAGS
● Baylands Raceway Park, Fremont. Info 415/651-2545.

March 20

TEXAS MOTOCROSS
● SMX Rio Bravo, Houston. Info 713/459-1235.

FREE CALENDAR LISTING

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form on file. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to an event.

Event date: _____

Type of event: _____

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town : _____ State : _____

Phone number (with area code) for more information: _____

Your name: _____

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SMX
California Schedule
Sat. Feb. 14 Perris
Sun. Feb. 15 DeAnza
Sat. Feb. 21 Perris
Sun. Feb. 22 Glen Helen
INFO (714) 582-3482/(714) 582-2522

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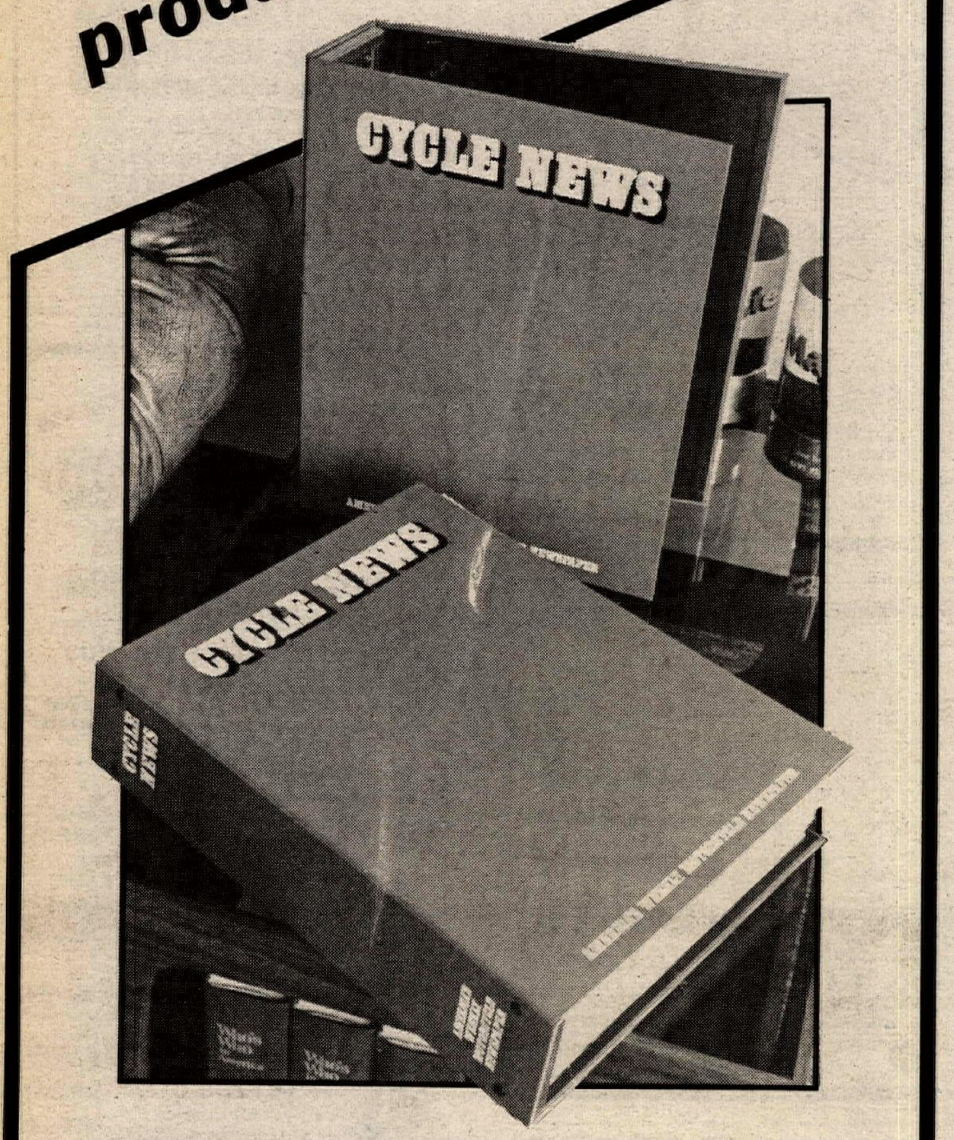

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We need a person to build tools and molds for our new line of Vac-formed parts. Must have knowledge of general machine shop practices, but need not be an expert. Vac-form experience not required. We will train. Will be working with epoxy type materials. Machine shop part of job minor. There is a lot of hand lay-up work. Job not limitied just to plastics, we have others. Salary open. Contact: RICHTER PERFORMANCE SYSTEMS, 2850 E 28th St, Long Beach, CA 90806. (213) 426-3498. (106-07)

#1 MOTORCYCLE ACCESSORY DISTRIBUTOR is looking for enthusiastic, reliable person to fill an immediate opening in our Phone Sales Department. Dealership experience preferred. Excellent working conditions and benefits. Salary open. MALCOM SMITH PRODUCTS, Riverside, CA. Ask for David Rees (714) 686-1006. (206-07)

Wanted:
Experienced Honda Mechanic for large S. Cal dealership. Please call Bob (213) 531-1225. (206-07)

Technician Needed
Must have minimum two years Honda experience. Honda schooling, cleanliness and positive attitude all pluses. Year round employment with excellent salary-commission. We offer paid vacations, paid holidays, paid sick days and medical insurance. Qualified applicants call Dan at THE HOUSE OF POWER. (914) 358-3136. (306-07)

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PRO CIRCUIT NEEDS EXPERIENCED PIPE Builders. Good welding skills are a must. Call Ted at (714) 993-5401 Monday thru Friday, 10 am to 6 pm. (204/TFN)

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High volume Honda dealership needs an aggressive Salesman. Positive attitude required. Earn $30,000 first year! Mail applications to: HONDA WORLD, 6436 E. Colonial Dr, Orlando, FL 32807. (204-06)

Experienced Mechanic Needed
Expanding Service Department. Dealer for Har-Dav, Yam, Kaw. Year round work. High Desert area. HUTCHINS MOTOR SPORT, 55404 29 Palms Hwy, Yucca Valley, CA. (619) 365-6311. (204-07)

Salesman & Mechs Needed
Uniforms, vacations, holidays, retirement plan offered. AIRPORT HONDA, Forest Park, GA (404) 366-3321. (203-10)

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Service Advisor
And Light Mechanic. Year round employment, salary based on experience. Contact Dave (805) 526-4122. (205-06)

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Service Manager
Customer relations and supervision skills required. Will train qualified candidate. Call John to arrange interview. (714) 541-5217. (206)

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Northern Nevada's largest Yamaha dealership. M/Cs, ATVs, Snowmobiles, Wavejammers. Call Dan. (702) 359-7117. (206)

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In large S. Cal territory. Reputable Road Salesman is looking for new line(s) to carry. Call (805) 584-6538 leave message. (106-09)

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M/C, ATV, snowmobile, generator dealership for sale. GOLDEN STATE CYLE, Bishop, CA. (619) 872-1570 Fred. (305-06)

Accessory Distributor
Wholesale and mail order sales for MX and ATV accessories. Lots of potential. $10,000. (714) 947-8805. (306-07)

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180 to 200 lbs, 6' tall. (404) 367-4934 after 6 pm. (305-06)

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GSXR750 YOSHIMURA EXHAUST, REMOTE oil filter, all red paint, K&N filters, braided steel lines, Ferodo lining, low miles. Call for info. (816) 333-2377 after 6 pm CST. (106-07)

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Ever take off your helmet only to find you look like you comb your hair with a chainsaw? Well, Cycle News has the cure ... a new Cycle News Baseball Cap. For only $5.95 you get the cap and an end to the "Did you just stick your finger in the light-socket?" jokes from your friends. Order yours today by using the Cycle News Product Order Form located below the Advertiser's Index. (5/TFN)

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Wtd: Kaw Eddie Lawson Rep

KZ1000 MKII, reasonably priced. (213) 391-1817. (306-07)

20' Hi Point Pro Trac Trailer

Side door, concession door, Tandem axles, electric brakes, one year old. $3900/OBO. (904) 241-3385 N. Florida. (306-08)

For Sale/For Trade/For Lease

1984 XR500 Honda, mint condition. $1200 or trade for like XL600. 1986 Mitsubishi 4WD pick up. Take over $163 lease payment. Call (415) 994-5600 John Kirk, days. (306-07)

Honda Trail 110

Only 196 actual miles, used one weekend. $950. (213) 869-0921 days, (213) 923-5824 evenings. (306)

1983 KTM MXC Dirtbike

Reduced. Must sell. Bark Busters, Fox forks, new chain, good tires. Excellent condition. $800. (618) 253-7089. (106)

Bultaco 370 Pursang

VGC, $450. Kwik-Way boring bars, two w/stand. $650 ea. (216) 836-9594. (105-06)

'83 1100F Honda

'83 1100F Honda, 700 miles, accident, needs some work. Must sell. $800. (716) 692-3540 leave message anytime. (305-06)

1984 XR250 Honda

Extras, good condition. $800. 1979 Kawasaki XLT250 4-stroke, very dependable. $450. Will consider trade for smaller XR. (714) 992-0522. (105-06)

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Old Husqvarna Wanted

I need 1966-1972 parts or complete bike. Call (213) 603-2200 Bruce. (102-12)

Italian Garage Sale

1981 500 Ducati Pantah; 2000 km, never wet. 1975 750 Ducati Sport; solo seat, still in crate. 1982 Moto Morini; 3 1/2 Sport, 2000 miles, extensive engine mods by importer, great canyon racer. All bikes collectors items. $15,000 for all three. Can deliver to Daytona. (717) 386-2909 evenings. (304-06)

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RZ350 Prod needs rebore pistons, inc, Falicon, stainless, Michelins, extras. Priced to sell. (404) 455-6642. (304-07)

G & C Racing

Exhaust systems; 750 Honda, $175. 750 Harley Davidson, $175. 500cc-600cc Rotax, $125. XR1000 Harley Davidson, $175. Aluminum megaphone. (513) 898-8084. (302-06)

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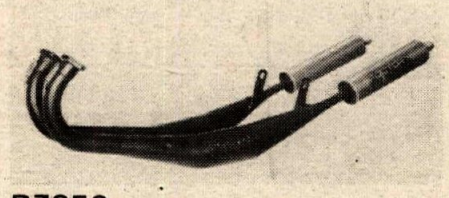
1986 YZ125 & 250 Yamaha

YZ125 motor built by SD Racing, suspension reworked, other extras. $1250. YZ250, built motor, suspension reworked, other extras. $1550. Must see both bikes. Priced to sell. (714) 622-0207. (306-07)



RZ350

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WANTED: 1979 BULTACO FRONTERA 370, also 1975 Bultaco Matador 350. Both in new condition. Call (415) 854-5234 Mark. (106-07)

'86 FZ600 Yamaha

Heart attack forces sale. Stock FZ600. Cherry condition, with swingarm stand and seat cowl. Never dropped. $2500/OBO. Helmet and leathers for sale. Call for details. (818) 846-3901. (105-06)

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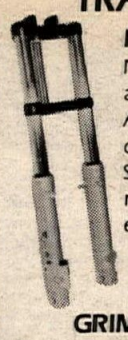

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'78 R100RS Moto Sport, 13,000 miles. '78 R100S, red, 4000 miles. Misc parts, frames, motors, wheels, trans. Sell all or part. (702) 457-0343 Tom. (304-11)

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Canadian model, has been raced at local track. Steel braided lines, street condition, fresh rings. $3200/OBO (U.S. dollars). (604) 859-4272 or (604) 854-5569 ask for Darwin. (305-07)

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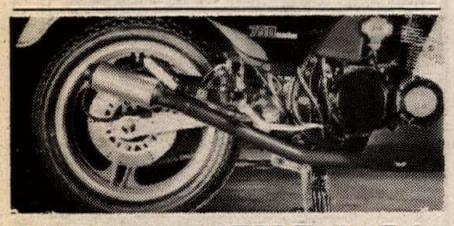
Crankshaft, new in box. (213) 391-1817. (306-07)



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1983 XR1000 H.D.

Branch heads, cams & pistons, Mikuni carb, Super-Trapp, much more. Very clean, never raced. Call (716) 798-3801 after 9 pm. (305-06)

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Very clean and fast. Simons UDX-60 forks, HT Racing stl/bdy shock, Answer-Holeshot pipe, twin air, fresh engine. $1750/OBO. (714) 735-5850. (106-07)

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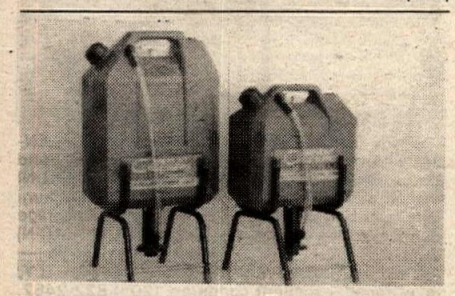

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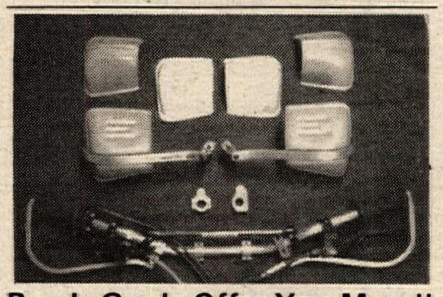

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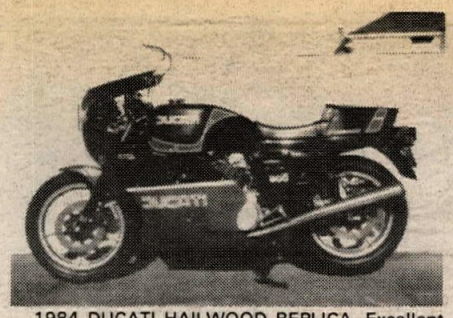

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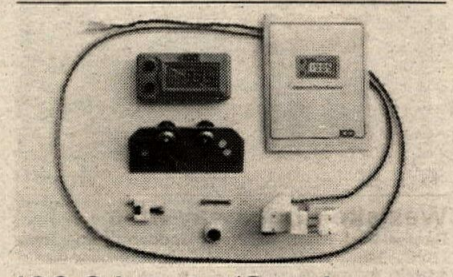

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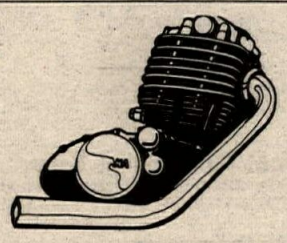

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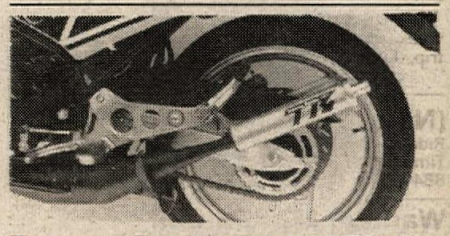

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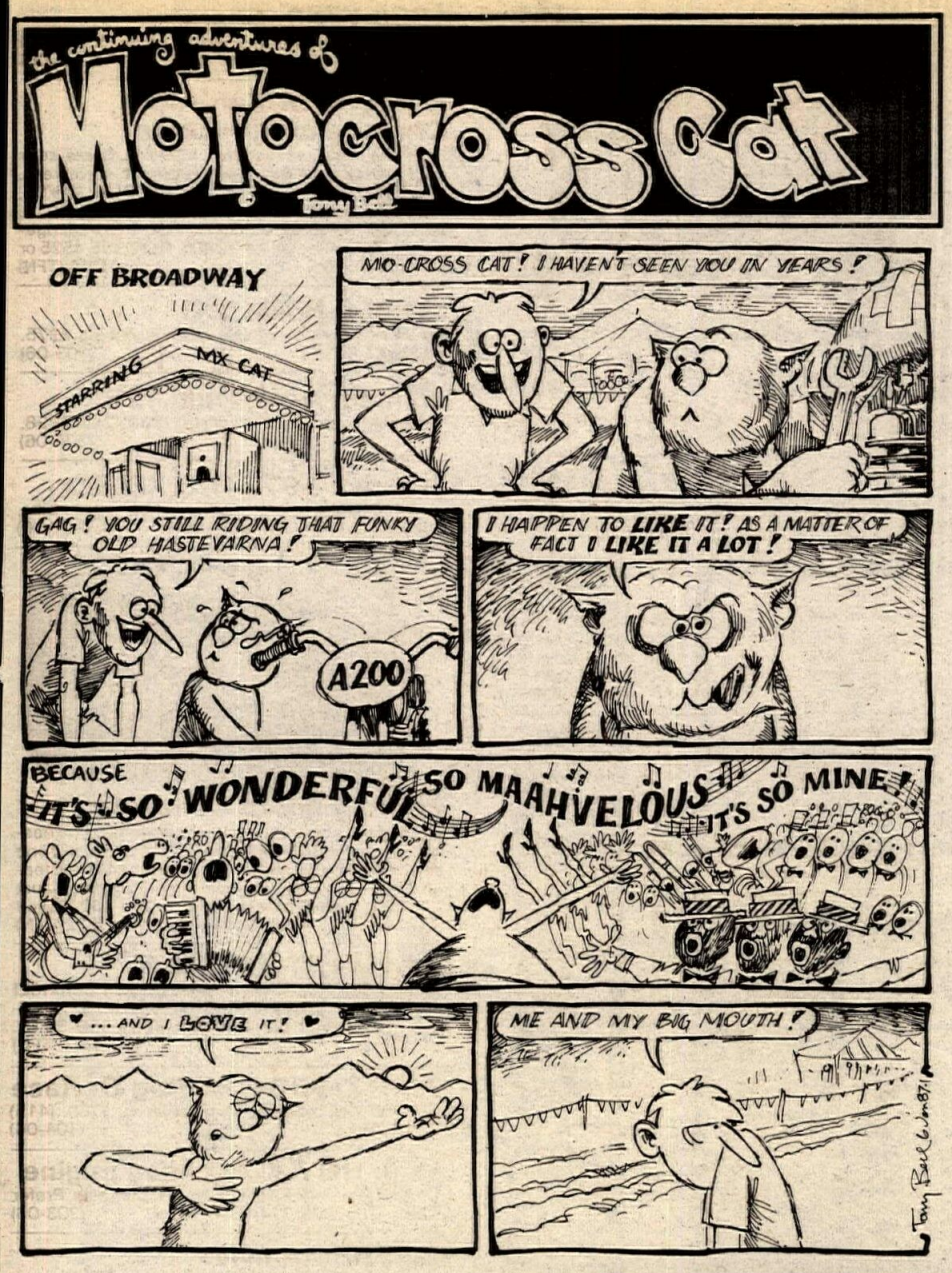

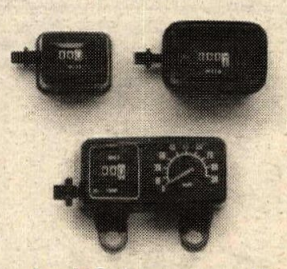

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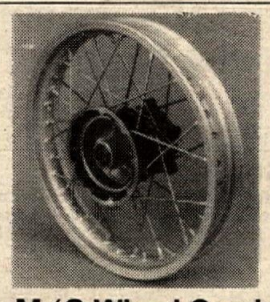

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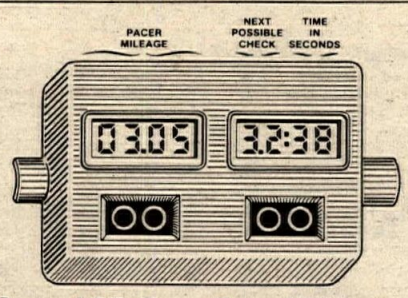

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The MOTORCYCLIST Magazine Team

"I thoroughly enjoy every issue of *MOTORCYCLIST*."

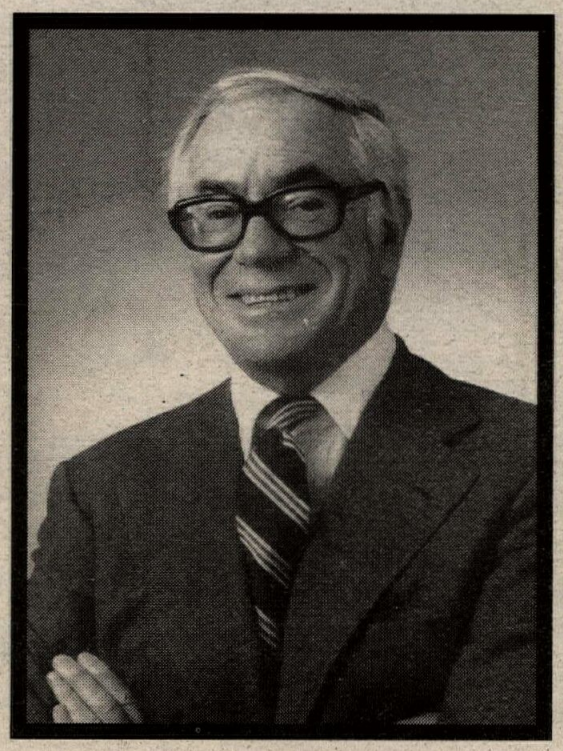
—Malcolm Forbes

Name: Malcolm Forbes

Occupation: Editor-in-chief and chairman of the board, *FORBES* Magazine; founder and spiritual leader, Capitalist Tools Motorcycle Club.

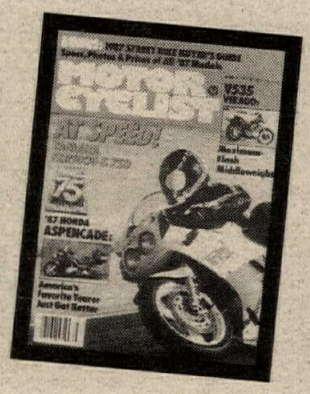
Career highlight: "I suppose it was something that was a disappointment to me at the time, but it turned out to be the best thing that could have happened. I was in the New Jersey State Senate when I ran as the Republican candidate for governor and lost. If I'd won, I'd probably have gone to Washington under Nixon and by now would have been in jail and written a book. The move out of politics was a fortunate one because it's hard to run for election from the saddle of a motorcycle, though I've taken a couple of spills from there, too."

Riding history: "I wasn't exposed to the joys of motorcycling until I was 48 years, old and I have been trying to make up for lost time ever since. A man who worked for me wanted to borrow money to buy a motorcycle, and I told him I didn't want to lend him money to kill himself. I had the usual attitude of the uninitiated toward motorcycles. He convinced me it was *his* life and only my money, bought a Triumph and gave me a ride on the back. I liked it so much that I bought a dirt bike the next week and a street bike the week after that. Within a couple of weeks I was buying so many bikes and liked them so much that we bought the shop. For 10 years *FORBES* Magazine owned Slegers-Forbes in New Jersey, the biggest motorcycle dealership at the time."



Riding preference: "I enjoy all types of riding. In fact, we have more dirt bikes than horses on our ranch in Colorado. But, of course, touring is my favorite. Most exciting were the trips through Russia and China. Wherever we go in the world we ride Harleys, and they have the same mystique everywhere. Our most recent trip was to Japan, where we again combined motorcycling with hot air ballooning; this time the balloon was in the shape of the Golden Temple of Kyoto. Nick Ienatsch from *MOTORCYCLIST* rode along with us and wrote about the trip. Next year we're going to Germany (including East Germany), where the balloon will be shaped like a bust of Beethoven."

Views on motorcycling: "I like the sense of independence and oneness with the elements... and the spirit of those who are on bikes, the camaraderie."

Motorcycles owned: "We collect a lot of old things, from autographs to Faberge eggs, but in motorcycles I don't collect the old ones. In fact, the only old one I have is a BMW chopper. All of the bikes I own (about 60) were a turn-on for one reason or another; new models that were somehow different or appealing. Usually the motorcycle I'm on is the one I like best."

Magazine: "I thoroughly enjoy every issue of *MOTORCYCLIST*. I invariably tear out articles that I know will be interesting to some or all of the Capitalist Tools motorcycle group. Often, by the time they get my tear-outs, they've already read it themselves."